

Target CY Decision Point Report

Name: [2] AIM Modernization Segment 1 Final Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Final Investment Decision to create an AIM Modernization program that supports current and future aeronautical information service needs. Plan the evolution of Aeronautical Information Management (AIM) by allocating functionalities and assuring data integrity of systems that make up AIM.

Target CY Date: 2010 Q1

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: 1. Complete an integrated AIM Plan.
2. Identify AIM requirements/benefits.
3. Completion of AIM Business Case and all associated AMS documents.

System Impacts: NONE

Legacy Systems Affected: USNS, DINS, NDS, CARF, ERIDS, ERAM

Approving Authority: Joint Resource Council

Lead Organization: Aeronautical Information Management Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-05
AUTO-06
AUTO-09
AUTO-10
AUTO-11

Related Systems: None

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 2 / 30

Name: [20] Approve EFS final investment to migrate towards TFDM functional capability.

State: Deleted

High Priority? Yes

Planning / Placeholder? No

Description: Automate Tower flight data functions to absorb Flight Data Input/Output (FDIO) and replace EFSTS - Assumes System Wide Information Management (SWIM) Segment 1 implements the Terminal Data Distribution System (TDDS) function for this application to utilize. - Provides a common terminal electronic flightstrip (EFS) capability. This capability will enable an electronic transfer of flight data and amendment of flight data in support of NextGen capabilities.

Target CY Date: 2010 Q2

Decision Type: Final Investment Decision (FID)

Impacts: Interfaces to TFM and En Route Automation.

Required Activities: SWIM decision, including TDDS and a terminal procurement for TFDM (new system). Additional analysis required for defining TFDM1.

System Impacts: Interfaces to TFM and En Route Automation.

Legacy Systems Affected: FDIO, AEFS, TDDS, TFDM, EFSTS

Approving Authority: NULL

Lead Organization: ATO-T

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Human Systems Integration

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 19-Feb-2009 by Don Embt

ID / Revision: 20 / 16

Name: [30] Investment Analysis Readiness Decision for Tower Flight Data Manager 1 (TFDM1)

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: The decision to approve integrating existing tower systems into a unified Tower Flight Data Manager 1 (TFDM1)

Target CY Date: 2010 Q3

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: If functionality is not incorporated into TFDM1 then decision to tech refresh or draw down would be needed prior to 2017 for ARMT.

Required Activities: Completion of DSP/DFM requirements.

System Impacts: If functionality is not incorporated into TFDM1 then decision to tech refresh or draw down would be needed prior to 2017 for ARMT.

Legacy Systems Affected: ARMT, DSP/DFM, FDIO, TFMS, TFDM, TMA

Approving Authority: Joint Resource Council

Lead Organization: Terminal Automation Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-01
AUTO-02
AUTO-03
AUTO-05
AUTO-08
AUTO-09
AUTO-10
AUTO-11

Related Systems: Tower Flight Data Manager

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 30 / 22

Name: [31] Final Investment Decision for Post ERAM R3 Work Package

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: An investment decision is needed to proceed with the Post ERAM R3 work package encompassing requirements for En Route objectives supporting early NextGen.

Target CY Date: 2010 Q3

Decision Type: Final Investment Decision (FID)

Impacts: Post ERAM Release 3 Work Package is central to Midterm NextGen operational concept to include variable separation, flexible boundaries, use of DataComm to carry trajectory conformance for PBN, flight object and ICAO Flight Plan, time-based metering using RNAV/RNP in Continuous Descent Approaches, "Go" button, etc.

Required Activities: 1. Replacement of radar serial data feeds with IP (IP-Radar).
2. Replacement of INT1/INT0 serial data feeds with IP.
3. Approval of SWIM (Cx), SDS (Sx), Terminal (A1, A3).

System Impacts: Post ERAM Release 3 Work Package is central to Midterm NextGen operational concept to include variable separation, flexible boundaries, use of DataComm to carry trajectory conformance for PBN, flight object and ICAO Flight Plan, time-based metering using RNAV/RNP in Continuous Descent Approaches, "Go" button, etc.

Legacy Systems Affected: ADS-B, ECG, TMA, TDLS, FDIO, EFSTS, ARMT, DSP, SWIM

Approving Authority: Joint Resource Council

Lead Organization: En Route Automation Modernization (ERAM) Program

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Airspace and Procedures
Enterprise Services
Human Systems Integration
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-01
AUTO-02
AUTO-03
AUTO-05
AUTO-06
AUTO-08
AUTO-09
AUTO-10
AUTO-11
SURV-07

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 31 / 35

Name: [33] Investment Analysis Readiness Decision for Security Integrated Tool Suite (SITS)

State: Active

High Priority? Yes

Planning / Placeholder?	No
Description:	Identify and plan integration of the specific applications along with the future for the prototype activities. Identify the mission requirements and proper allocation across the applications. Candidate applications include; Airspace Access, Special Use Airspace (MADE), TFR Builder, Flight Object attributes, and Skywatch.
Target CY Date:	2010 Q3
Decision Type:	Investment Analysis Readiness Decision (IARD)
Impacts:	NONE
Required Activities:	1. Identify requirements for a Mission Shortfall Statement. 2. Authorize Mission Shortfall Statement.
System Impacts:	NONE
Legacy Systems Affected:	ADAPT
Approving Authority:	Joint Resource Council
Lead Organization:	Traffic Flow Management Programs Group
Supporting Orgs:	None
Primary Roadmap:	Automation
Related Roadmaps:	Enterprise Services Safety
Related Decision Points:	[128] Final Investment Decision for SWIM Segment 1B (Baseline for FY 11 - 13) (2009 Q2) [177] Initial Investment Decision for SITS Air Domain Security Architectures (2011 Q3) [206] Final Investment Decision for SITS Air Domain Security Architecture (2012 Q3)
Replaced By Decision Points:	None
Related Assumptions:	AUTO-05 AUTO-09 AUTO-10 AUTO-11
Related Systems:	Security Integrated Tool Suite
Update Date:	02-Mar-2010 by Keith Talbert
ID / Revision:	33 / 25

Name:	[34] Decision on Voice Bridge Contract (Align with NVS IID)
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Decision on Voice Bridge Contract (Align with NVS IID). Determine if a Terminal Voice Switch contract is needed. Ensures short term availability of Terminal Voice Switches prior to NVS. May be enacted through extension of IVSR contract
Target CY Date:	2010 Q3
Decision Type:	FAA Strategy
Impacts:	ETVS/IVSR switches may experience performance degradation if bridge maintenance contract is not renewed.
Required Activities:	In the short term the maintenance contract needs to be extended. For the longer term NVS will replace ETVS/IVSR switches.
System Impacts:	ETVS/IVSR switches may experience performance degradation if bridge maintenance contract is not renewed.
Legacy Systems Affected:	IVSR, ETVS
Approving Authority:	Joint Resource Council
Lead Organization:	Voice Switching and Recording Group
Supporting Orgs:	None
Primary Roadmap:	Communications
Related Roadmaps:	None
Related Decision Points:	[47] Final Investment Decision for NAS Voice Switch (2012)
Replaced By Decision Points:	None
Related Assumptions:	COMM-03
Related Systems:	Interim Voice Switch Replacement
Update Date:	02-Mar-2010 by George Masiuk

Name:	[37] IARD to Tech Refresh/SLEP wind shear detection services capability of all WS systems (to address wind shear study & technologies)
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Tech Refresh to extend service life of various NAS wind shear systems, LLWAS, TDWR, and WSP (and incorporate LIDAR) by conducting a study looking at cost benefit of maintaining status quo (sustain) as well as new technologies.
Target CY Date:	2010 Q1
Decision Type:	Investment Analysis Readiness Decision (IARD)
Impacts:	Continuation of wind shear & microburst observations/warnings at airports
Required Activities:	ATO-T Wx (now under AJW-4) develops business case and briefing to JRC in conjunction with ATO-P SE
System Impacts:	Continuation of wind shear & microburst observations/warnings at airports
Approving Authority:	Joint Resource Council
Lead Organization:	Technical Operations Navigation Services Office
Supporting Orgs:	NextGen Integration & Implementation Office Weather Sensors Group Technical Operations Navigation Services Office
Primary Roadmap:	Weather
Related Roadmaps:	Safety Airport
Related Decision Points:	[443] IID to Tech Refresh/SLEP wind shear detection services of all WS systems (2010 Q3)
Replaced By Decision Points:	None
Related Assumptions:	WX-02 WX-04

Related Systems: Laser Imaging Detection and Ranging
Low-Level Windshear Alert System : Model 2

Update Date: 21-Feb-2010 by Robert Showalter

ID / Revision: 37 / 33

Name: [41] Initial Investment Decision (IID) for NextGen Facilities

State: Deleted

High Priority? Yes

Planning / Placeholder? No

Description: Approve initial investment decision for NextGen Facilities.

Target CY Date: 2010 Q2

Decision Type: Initial Investment Decision (IID)

Impacts: TBD

Required Activities: TBD

System Impacts: TBD

Legacy Systems Affected: NextGen Facilities

Approving Authority: NULL

Lead Organization: ATO-P

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 19-Feb-2009 by Don Embt

ID / Revision: 41 / 15

Name: [48] Strategy to Fund FAA Portion of NextGen 4-D Weather Cube

State: Active

High Priority? No

Planning / Placeholder? No

Description: This Decision is to fund the FAA portion of the 4-D Wx Cube, which will likely have FAA, NWS and DoD providing funds.

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: 4D weather Cube crucial to NextGen Wx CONOPS re a "single authoritative source of Wx data/information".

Required Activities: ATO-P (SE) and AJW-4 (new Weather group formed end of FY09) work closely with NWS & DoD to develop business case and briefing to EC/JRC; some involvement from JPDO Weather Group. Also, NWS has indicated that they were going to "stand up" the 4-D Wx Cube, however don't believe details of that are available as of this date.

System Impacts: 4D weather Cube crucial to NextGen Wx CONOPS re a "single authoritative source of Wx data/information".

Legacy Systems Affected: NextGen Wx Processor WP1/CIWS/ITWS and most sensors

Approving Authority: Executive Council

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Automation

Related Decision Points: [42] Decision to mandate weather sensor (MDCRS/TAMDAR) equipage on aircraft (Jetliners first, then Taxi/Commuter, small aircraft later) [NAS EA Roadmap (Wx)] (2009)
[89] Final Investment Decision for NextGen Wx Processor WP1 (2012 Q4)
[130] Selection of SWIM Segment 2 candidates. (2009 Q3)
[212] Investment Decision (IARD) to add WT Mitigation for Single Runway (WTSR) decision support capability (2020)
[277] Final Investment Decision for SWIM Segment 2 (Baseline FY12 - 16) (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: WX-09
WX-10

Related Systems: None

Update Date: 01-Dec-2009 by James Grant

ID / Revision: 48 / 18

Name: [49] Strategy to Obtain and Disseminate Total Lightning Data

State: Active

High Priority? No

Planning / Placeholder? No

Description: Acquiring of Total Lightning data adds inter/intra cloud lightning data as only ground strokes currently provided today and that is to automated surface observing systems--ASOS, AWOS & AWSS. Earlier detection of thunder-storm activity in vicinity of airports provides add'l warning of lightning and thunderstorms for ATC and for airport ramp operators (e.g., refueling Ops, etc).

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: This new data source improves early thunderstorm detection capability to automated surface observing systems plus enhances thunderstorm detection where weather radars cannot detect heavy precipitation or hail associated with thunderstorms (in mountainous regions); also improves forecast products for thunderstorm & turbulence.

Required Activities: AJP-B3 develop business case working with AJW-47 for Ec Brfgs and to look at interface issues with ASWON Program and how NNEW will handle ingest/dissemination via Cube; ATO-P (SE) assistance to extract site requirements from functional analysis

System Impacts: This new data source improves early thunderstorm detection capability to automated surface observing systems plus enhances thunderstorm detection where weather radars cannot detect heavy precipitation or hail associated with thunderstorms (in mountainous regions); also improves forecast products for thunderstorm & turbulence.

Legacy Systems Affected: ASOS, AWOS, AWSS, ITWS, CIWS, IDS, ERAM/DSR

Approving Authority: Executive Council

Lead Organization: Terminal Finance and Program Office

Supporting Orgs: Aviation Weather Office

Primary Roadmap: Weather

Related Roadmaps: Airport

Related Decision Points: [26] EC Strategy Decision to outsource existing ASOS maintenance contract [with NWS] (2008 Q4)
[85] Investment Decision (IARD) to Consolidate & Replace Automated Surface Observing Systems (2013)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Automated Surface Observing System
Automated Weather Observing System
Automated Weather Observing System/Automated Surface Observing System Data Acquisition System
Automated Weather Sensor System
Integrated Terminal Weather System
National Lightning Detection Network
NextGen Network Enabled Weather
Weather and Radar Processor

Update Date: 21-Feb-2010 by Robert Showalter

ID / Revision: 49 / 20

Name: [51] Final Decision published for Rulemaking of new air/ground comm. System (DATACOM) [NAS EA Roadmap (Comm)]

State: Replaced

High Priority? No

Planning / Placeholder? No

Description: This assumes that the transition to a new air/ground comm system will require rulemaking to force users to equip in order to make the business case cost beneficial. If so, it is expected that a decision on the rule and the issuance of the final rule will need to take place in this timeframe.

Target CY Date: 2010

Decision Type: Legacy

Impacts: Can IP be implemented without major impact on A/C current equipage.

Required Activities: Need decision on VDLM2 protocol, d) need decision on 8.33kHz by 2017 to support data communications requirements Need to look at IP capabilities for A-G Communications

System Impacts: Can IP be implemented without major impact on A/C current equipage.

Legacy Systems Affected: DL, VHF, UHF, MM Radios

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: [28] NextGen. Equipage Strategy

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 51 / 12

Name: [52] Final Decision for Avionics Mandate/Rulemaking for ADS-B (out)/MODE-S/UAT

State: Completed

High Priority? No

Planning / Placeholder? No

Description: Rulemaking to support mid and long-term ADS-B applications (final rule) for A-G and advanced applications.

Target CY Date: 2010 Q2

Decision Type: FAA Policy

- Impacts:
1. Seven (7) year lead time is needed between final rule and full equipage compliance.
 2. Delays in approval would lead to delays in completing RTCA DO-260B and release of TSO-C-166B for ADS-S Rule.
 3. Delays in approval would delays ADS-B Out operations such as Self Separation and possibly Closely Spaced Parallel Approach operations.

- Required Activities:
- Monitor progress and comment resolution of NPRM
 2. Submit RTCA DO-260B to RTCA Program Management Committee (PMC) in September 2009. PMC approval needed for TSO-C-166B release in December 2009.
 3. Determine if the "standard" is sufficient to meet mid and long-term application and operations.

- System Impacts:
1. Seven (7) year lead time is needed between final rule and full equipage compliance.
 2. Delays in approval would lead to delays in completing RTCA DO-260B and release of TSO-C-166B for ADS-S Rule.
 3. Delays in approval would delays ADS-B Out operations such as Self Separation and possibly Closely Spaced Parallel Approach operations.

Legacy Systems Affected: ADS-B, MODE-S, UAT

Approving Authority: NextGen Management Board

Lead Organization: Aircraft Certification Service - Avionic Systems Branch

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Aircraft
Air / Ground

Related Decision Points:

- [185] Policy Decision-Develop ATO/AVS Partnership guidance (2009 Q3)
- [186] Policy Decision-Synchronize aircraft equipage with ground infrastructure and acquisition (2010 Q3)
- [191] Policy Decision-Develop strategic business case exploring benefits of an interoperable Air-Ground Safety Network. (2009 Q2)
- [192] Research Transition Decision-Incorporate expected changes to TCAS, Conflict Probe, and Conflict Management into coordinated Air-Ground Safety Network (2010 Q3)
- [193] Planning Decision: Develop Human/Automation design principles to support NextGen infrastructure (2013 Q1)
- [194] Planning Decision: Incorporate results into future Requirement for NextGen Technology and Human/Automation intensive operations (2017)
- [254] In-Service Decision for SBS Critical Services (ADS-B) NAS wide implementation, including backup strategy (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: SURV-05

Related Systems: Automatic Dependent Surveillance - Broadcast

Update Date: 04-Feb-2010 by James Grant

Name:	[53] Agency policy published on Navigation future configuration to be GNSS-based
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Agency decision for GNSS-based, removal of certain GA VOR requirement.
Target CY Date:	2010 Q4
Decision Type:	FAA Policy
Impacts:	Legacy aircraft equipage may require agency to maintain ground-based Nav aids longer then planned requiring a sustainment program.
Required Activities:	Decision to drawdown VOR's.
System Impacts:	Legacy aircraft equipage may require agency to maintain ground-based Nav aids longer then planned requiring a sustainment program.
Legacy Systems Affected:	NONE
Approving Authority:	Service Director
Lead Organization:	Aircraft Certification Service - Avionic Systems Branch
Supporting Orgs:	None
Primary Roadmap:	Aircraft
Related Roadmaps:	None
Related Decision Points:	[5] VOR decision for drawdown based on GNSS (2007)
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	Global Navigation Satellite System

Update Date: 02-Mar-2010 by David Bartlett

ID / Revision: 53 / 15

Name: [59] Evaluate SWIM Air Capability

State: Deleted

High Priority? No

Planning / Placeholder? Yes

Description: Provides access of information to commercial providers through SWIM mechanisms for distribution to aircraft. Decision closely connected to NextGen Network Enabled Weather (NNEW) decision. Could also enable future Oceanic data links.

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: 1. For Oceanic use, ability to use Iridium in place of HF voice for backup to SatCom
2. Evaluate the scope of Data Comm and SWIM capability. 3. Evaluate SWIM Air Interoperability requirements

System Impacts: NONE

Legacy Systems Affected: ATOP, DataComm, SWIM 3

Approving Authority: NextGen Management Board

Lead Organization: ATO-P

Supporting Orgs: Systems Operations
Safety & Operations Support Office

Primary Roadmap: Air / Ground

Related Roadmaps: Aircraft
Automation
Enterprise Services
Weather

Related Decision Points: [89] Final Investment Decision for NextGen Wx Processor WP1 (2012 Q4)
[115] Approve Tower Flight Data Manager 1 Initial Investment Decision (2011 Q3)
[158] Data Communications Segment 1 FID (part 1 of a split FID) (2011 Q3)
[277] Final Investment Decision for SWIM Segment 2 (Baseline FY12 - 16) (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: AG-02
AG-03
AG-04
AG-06
AG-07

Related Systems: None

Update Date: 05-Nov-2009 by Terry Barcus

ID / Revision: 59 / 23

Name: [67] Approval of offshore implementation long term plan

State: Active

High Priority? No

Planning / Placeholder? No

Description: CERAP automation systems are reaching EOSL and require replacement of the both the FDP and SDP processors. Both ATOP and ERAM represent candidate replacements as they contain both FDP and SDP capabilities.

Target CY Date: 2010 Q4

Decision Type: Executive Level

Impacts: CERAP and Anchorage Ocean operations.

Required Activities: Conduct Alternative Assessment to establish CERAP automation EOSL dates, requirements, shortfalls and replacement alternatives.

System Impacts: CERAP and Anchorage Ocean operations.

Legacy Systems Affected: OFDPS, FDP2K, MEARTS, ATOP, ERAM

Approving Authority: Executive Council

Lead Organization: Program Operations Office

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [338] ATOP NG (2009 Q1)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 67 / 20

Name: [72] Investment Decision for ASR-WSP Tech Refresh

State: Replaced

High Priority? No

Planning / Placeholder? No

Description: This would be a Phase 2 TR for WSP

Target CY Date: 2010 Q3

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Loss of ground-based wind shear coverage at 38 medium-level NAS airports if not implemented

Required Activities: ATO-T (Wx) develop business case & EC/JRC briefings

System Impacts: Loss of ground-based wind shear coverage at 38 medium-level NAS airports if not implemented

Legacy Systems Affected: ASR-WSP & ASR-9/11 (or follow on terminal radar)

Approving Authority: NULL

Lead Organization: ATO-T (Wx)

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 72 / 15

Name: [79] Investment Analysis Readiness Decision (IARD) for NextGen Wx Processor WP1 and NNEW WP1 to enter IA

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: First of several Investment Decisions leading up to implementation of the NextGen Wx Processor Work Package 1 (WP1) and NNEW WP1

Target CY Date: 2010 Q1

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Initial baseline of the NextGen Wx Processor WP1; NextGen weather requirements.

Required Activities: AJP-B2 work with ATO-F to resolve issues re alternatives and the IAP; prepare briefings for JRC (IARD).

System Impacts: Initial baseline of the NextGen Wx Processor WP1; NextGen weather requirements.

Legacy Systems Affected: WARP and NextGen Wx Processor WP1

Approving Authority: Joint Resource Council

Lead Organization: New Weather Capabilities Group

Supporting Orgs: NextGen Integration & Implementation Office
Technical Operations Navigation Services Office

Primary Roadmap: Weather

Related Roadmaps: Enterprise Services
Safety

Related Decision Points: [86] Investment Decision (IID) for NextGen Wx Processor WP1 (includes CIWS functionality, NG WARP functionality & NNEW WP1 functionality (includes WARP WINS & FBWTG)) (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: WX-01
WX-06
WX-07
WX-08
WX-11

Related Systems: 4-D Weather Cube
NextGen Weather Processor

Update Date: 04-Mar-2010 by Robert Showalter

ID / Revision: 79 / 28

Name: [97] Initial Investment Decision for legacy radar (ASR-9) SLEP, through 2025

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision for legacy radar (ASR-9) SLEP, through 2025. A limited number of secondary and all terminal radar systems will be retained based on the ADS-B backup strategy.

Target CY Date: 2010 Q4

Decision Type: Initial Investment Decision (IID)

Impacts: Extend service life and address maintenance support issues for ASR-9 systems.

Required Activities: Validate SLEP requirements

System Impacts: Extend service life and address maintenance support issues for ASR-9 systems.

Legacy Systems Affected: ASR-9, ASR-WSP

Approving Authority: Executive Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Safety
Airport

Related Decision Points: [8] Decision for legacy radar/beacon (ASR-8/ATCBI-4/5, ASR-9/Mode S) low activity refresh through 2020 (no extension of ASR-11 deployment) (2007)
[102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)
[392] Final Investment Decision for legacy radar (ASR-9) SLEP through 2025 (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Surveillance Radar : Model 9

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 97 / 24

Name: [98] Initial Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025

State: Active

High Priority? No

Planning / Placeholder? No

Description:	Initial Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025. This SLEP is required to sustain the ASR-8 until 2025 or until a decision is made to replace the ASR-8 with a New Primary Radar. Based on the ADS-B backup strategy all terminal radar systems will be retained.
Target CY Date:	2010 Q4
Decision Type:	Initial Investment Decision (IID)
Impacts:	<ol style="list-style-type: none"> 1. Digital aircraft, vehicle and weather data output to external users. 2. Improved maintenance support for ASR-8 systems.
Required Activities:	Validate SLEP requirements including a need for digital aircraft, vehicle and weather data
System Impacts:	<ol style="list-style-type: none"> 1. Digital aircraft, vehicle and weather data output to external users. 2. Improved maintenance support for ASR-8 systems.
Legacy Systems Affected:	ASR-8
Approving Authority:	Executive Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	Systems Engineering & Safety Office
Primary Roadmap:	Surveillance
Related Roadmaps:	Safety Airport
Related Decision Points:	[8] Decision for legacy radar/beacon (ASR-8/ATCBI-4/5, ASR-9/Mode S) low activity refresh through 2020 (no extension of ASR-11 deployment) (2007) [391] Final Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025 (2011 Q4)
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	Airport Surveillance Radar : Model 8
Update Date:	04-Feb-2010 by James Grant
ID / Revision:	98 / 22

Name:	[100] Initial Investment Decision for legacy beacon (Mode S) SLEP through 2025
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Initial Investment Decision for legacy beacon (Mode S) SLEP through 2025. Based on the ADS-B backup strategy, limited secondary and all terminal radar systems will be retained. A SLEP will be required for remaining Mode S systems.
Target CY Date:	2010 Q4
Decision Type:	Initial Investment Decision (IID)
Impacts:	<ol style="list-style-type: none"> 1. Delays would defer resolving maintenance and support and TERRA Transponder operational issues for legacy Mode S systems. 2. The number of Mode S systems to be retained in the NAS and require a SLEP will be impacted by decisions on an ADS-B Backup Strategy. 3. Disapproval would prohibit implementing ASTERIX and IP Addressing to support DP # 102.
Required Activities:	<ol style="list-style-type: none"> 1. Validate SLEP requirements and business case. 2. Complete ADS-B Backup Strategy to determine the number of systems to be sustained and receive SLEP modifications.
System Impacts:	<ol style="list-style-type: none"> 1. Delays would defer resolving maintenance and support and TERRA Transponder operational issues for legacy Mode S systems. 2. The number of Mode S systems to be retained in the NAS and require a SLEP will be impacted by decisions on an ADS-B Backup Strategy. 3. Disapproval would prohibit implementing ASTERIX and IP Addressing to support DP # 102.
Legacy Systems Affected:	Mode S
Approving Authority:	Executive Council
Lead Organization:	Terminal Surveillance Group
Supporting Orgs:	Systems Engineering & Safety Office
Primary Roadmap:	Surveillance
Related Roadmaps:	Air / Ground Safety
Related Decision Points:	<p>[8] Decision for legacy radar/beacon (ASR-8/ATCBI-4/5, ASR-9/Mode S) low activity refresh through 2020 (no extension of ASR-11 deployment) (2007)</p> <p>[390] Final Investment Decision for legacy beacon (Mode S) SLEP through 2025 (2011 Q4)</p>
Replaced By Decision Points:	None
Related Assumptions:	None

Related Systems: Mode Select

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 100 / 24

Name: [106] ARTS 1E/IE: Investment decision to sustain & upgrade hardware and software until full migration is completed

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: ARTS 1E/IE: Investment decision to sustain & upgrade hardware and software until full migration to CARTS IIIE or STARS is complete

Target CY Date: 2010

Decision Type: Legacy

Impacts: NONE

Required Activities: Alternative architectures will be identified and assessed.

System Impacts: NONE

Legacy Systems Affected: ARTS-1E, ARTS-IIIE, ARTS-IIIE, STARS

Approving Authority: NULL

Lead Organization: ATO-T

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [45] Terminal Automation Modernization and Replacement (TAMR) Phase 3 Initial Investment Decision (2009 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 22-Aug-2008 by John Lyons

ID / Revision: 106 / 5

Name: [107] TAMR Phase 3 Final Investment Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Completion of business case for a FID including validation and update of cost, schedule and benefits of alternatives.

Target CY Date: 2010 Q4

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: Alternative architectures will be identified and assessed.

System Impacts: NONE

Legacy Systems Affected: ARTS-1E, ARTS-IIIE, ARTS-IIIIE, STARS

Approving Authority: Joint Resource Council

Lead Organization: Terminal Automation Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-01
AUTO-02
AUTO-05
AUTO-06
AUTO-08
AUTO-09
AUTO-10
AUTO-11
SURV-07

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 107 / 25

Name: [109] Architectural Decision to Pursue a Common Information Display System (IDS)

State: Active

High Priority? No

Planning / Placeholder? No

Description: The "Architectural Decision to Pursue a Common Information Display System (IDS)" is a strategy decision to plan for procurement or development of a common display for IDS in Terminal and EnRoute

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: ACE-IDS, SAIDS, ERIDS

Approving Authority: Service Unit / EAB

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: En Route Automation Modernization (ERAM) Program
Terminal Automation Group

Primary Roadmap: Automation

Related Roadmaps: Human Systems Integration

Related Decision Points: [15] Investment Analysis Readiness Decision (IARD) for NextGen Facilities (2009 Q1)
[65] Common Information Display Systems (IDS) capability in En Route and Terminal Final Investment Decision (2014)
[385] Initial Investment Decision of common Information Display Systems (IDS) capability in En Route and Terminal (2013)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Automated Surface Observing System Controller Equipment Information Display System
Collaborative Air Traffic Management Technologies
En Route Automation Modernization
En Route Information Display System
Systems Atlanta Information Display System
Terminal Automation Modernization and Replacement
Tower Flight Data Manager

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 109 / 23

Name: [116] TDLS near-term sustainment final investment decision

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: A final investment decision (FID) for TDLS near term sustainment.

Target CY Date: 2010

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: Data Comm, TDLS

Approving Authority: NULL

Lead Organization: ATO-T

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 26-Sep-2008 by John Lyons

ID / Revision: 116 / 5

Name: [119] Final Investment Decision for CATMT Work Package 3 contents

State: Completed

High Priority? Yes

Planning / Placeholder? No

Description: The Collaborative Air Traffic Management Technologies Work Package 3 (CATMT WP3) segment will accommodate the development of Integrated Departure/Arrival Capability (IDAC), Collaborative Information Exchange (CIX), TFMS remote site re-engineering, and other functions needed for NextGen.

Target CY Date: 2010 Q2

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: ETMS, TFMS, CIWS, WARP

Approving Authority: Executive Council

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: En Route Automation Modernization (ERAM) Program
Terminal Automation Group

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-05
AUTO-06
AUTO-09
AUTO-10
AUTO-11

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 119 / 33

Name: [125] Alaska Flight Service Modernization (AFSM) Segment 1 Final Investment Decision

State: Active

High Priority? No

Planning / Placeholder? No

Description: The primary role of Alaska FAA Flight Services is to supply timely weather, aeronautical information and (both pre-flight & in-flight) flight planning services to general aviation pilots and other users to minimize the impact of adverse weather on flight operations. The Alaska Flight Service Modernization is to replace an aging OASIS system and begin preparation for NextGen capabilities.

Target CY Date: 2010 Q1

Decision Type: Final Investment Decision (FID)

Impacts: Full Flight Service requirements will not be met in Alaska when contract expires

Required Activities: Complete FID Checklist items

System Impacts: Full Flight Service requirements will not be met in Alaska when contract expires

Legacy Systems Affected: OASIS in Alaska, DENRO Switch

Approving Authority: Executive Council

Lead Organization: Program Management COTR Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-05
AUTO-06
AUTO-09
AUTO-10
AUTO-11

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 125 / 20

State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	The Alaska Satellite Telecommunications Infrastructure (ASTI) is an integrated voice and data transmission system providing the Federal Aviation Administration's (FAA) Alaskan Region with reliable and cost-effective interfacility communications. The ANICS program uses FAA-owned satellite earth stations and leased satellites to provide reliable telecommunication services.
Target CY Date:	2010 Q4
Decision Type:	Final Investment Decision (FID)
Impacts:	Alaska facilities relies on ASTI services to provide connectivity to some 70 NAS facilities in Alaska. Tech Refresh will replace system components that are obsolete, reached the end of their service life, or have been destroyed during storms. ASTI is 100% commercial off-the-shelf (COTS). These systems are experiencing a full or partial loss of performance capability, increased maintenance, and higher costs of ownership. Lack of Tech Refresh will result in continued reliance on a system that no longer meets "reduced" NAS reliability (waived from 99.999% reliability to 99.99%) and continues to decline.
Required Activities:	NONE
System Impacts:	Alaska facilities relies on ASTI services to provide connectivity to some 70 NAS facilities in Alaska. Tech Refresh will replace system components that are obsolete, reached the end of their service life, or have been destroyed during storms. ASTI is 100% commercial off-the-shelf (COTS). These systems are experiencing a full or partial loss of performance capability, increased maintenance, and higher costs of ownership. Lack of Tech Refresh will result in continued reliance on a system that no longer meets "reduced" NAS reliability (waived from 99.999% reliability to 99.99%) and continues to decline.
Legacy Systems Affected:	ANICS
Approving Authority:	Executive Council
Lead Organization:	Technical Operations ATC Communications Services Office
Supporting Orgs:	None
Primary Roadmap:	Communications
Related Roadmaps:	Safety
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	Alaska NAS Interfacility Communications System Alaska Satellite Telecommunications Infrastructure

Update Date: 01-Mar-2010 by George Masiuk

ID / Revision: 129 / 24

Name: [140] Decision on Enhanced Weather Sensors to support enhanced wx observations and forecasting

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: Enhanced wx sensors may include Humidity, Turbulence, Icing, and Wake.

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: Lack of sensor types and equipage could result in insufficient information being provided to the national weather service.

Required Activities: Define required sensor type and equipage levels to support enhanced weather observations and forecasting.

System Impacts: Lack of sensor types and equipage could result in insufficient information being provided to the national weather service.

Legacy Systems Affected: MDCRS

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Air / Ground

Related Decision Points: [40] Initial Investment Decision to acquire & deploy initial phase of Wake Turbulence capability for Mitigation for Departures (WTMD) from Closely Spaced Parallel Runways (CSPR) (2011 Q1)
[61] Investment Decision to add WT for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR) (2015)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 140 / 13

Name: [149] NextGen Equipage Implementation Plan (not realistic for single equipage for all capabilities)

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: Implementation of NextGen Equipage Strategy.

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: Required Aircraft equipage not identified resulting in inefficient equipage strategy and delaying operational implementations

Required Activities: Complete Concept of Operations for Operational Improvements

System Impacts: Required Aircraft equipage not identified resulting in inefficient equipage strategy and delaying operational implementations

Legacy Systems Affected: N/A

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Air / Ground
Automation
Human Systems Integration

Related Decision Points: [28] NextGen. Equipage Strategy (2008 Q2)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 149 / 12

Name: [150] Airborne Communications Infrastructure, evaluate and establish standards for low cost handheld devices for general aviation (GA) advisories. Develop and encourage use of commercial data services for digital messaging to and from GA pilots.

State: Completed

High Priority? No

Planning / Placeholder? No

Description: Develop Airborne Communications Infrastructure address ATC/AOC/ APC Concept and performance requirements

Target CY Date: 2010 Q2

Decision Type: FAA Strategy

Impacts: Message independence compromised resulting in limited operations.

Required Activities: Develop concept for SWIM Airborne

System Impacts: Message independence compromised resulting in limited operations.

Legacy Systems Affected: N/A

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: [29] Submit Airborne data integrity requirements to Automation mid-term work package to support exchange of Air-Ground data (2009 Q1)
[162] Agency Link Decision for FCI (2008 Q3)
[183] Research Transition Decision-Air-Ground Data Exchange Framework (2009 Q4)

Replaced By Decision Points: None

Related Assumptions: AUTO-07

Related Systems: None

Update Date: 30-Nov-2009 by James Grant

ID / Revision: 150 / 18

Name: [152] Cooperative Surveillance Concept (SC-218, including TCAS concept)

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: Develop Policy and guidance for new beacon radars.

Target CY Date: 2010 Q3

Decision Type: FAA Policy

Impacts: New beacon may result in an additional LRU in the aircraft since existing transponders also support safety services (TCAS).

Required Activities: Need to understand role of Mode A/C, S, and ES to surveillance and safety services.

System Impacts: New beacon may result in an additional LRU in the aircraft since existing transponders also support safety services (TCAS).

Legacy Systems Affected: Transponders

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Air / Ground

Related Decision Points: [78] Initial Investment Decision to implement a NextGen beacon/backup radar system for ATC (2016 Q1)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 152 / 15

Name: [154] Determine are TAWS algorithms sufficient for NextGen (Terrain)

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: Interaction of new RNAV routes, TERPs, and lower-visibility approaches.

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: Accident rate

Required Activities: Concept of Use for Terrain Awareness

System Impacts: Accident rate

Legacy Systems Affected: N/A

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 154 / 11

Name: [159] Aircraft standards publication for Segment 1 linked to Datacomm

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: Decision on possible Part 91 approaches to performance-based airspace.

Target CY Date: 2010 Q1

Decision Type: FAA Policy

Impacts: Datacomm Capacity Study

Required Activities: Mapping of OEP capabilities to datacomm capacity

System Impacts: Datacomm Capacity Study

Legacy Systems Affected: Avionics

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Automation
Information System Security

Related Decision Points: [35] Determine FAA's initial investment strategy for the data communications program and the concomitant rulemaking strategy for airborne equipment. (2008 Q3)
[171] RTCA ATMAC R&P TOPS CONUSE (Define role of aircraft vs AOC vs ATS in trajectory optimization (defining requested trajectory)) (2010 Q2)
[172] 4DT concept complete, including common definition of Flight Object path and constraints. Major agency decision on constrained trajectory, negotiated trajectory, delegated trajectory) (2011)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 159 / 12

Name: [165] SWIM Air Policy

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: Decision on role of SWIM in net-centric architecture.

Target CY Date: 2010 Q3

Decision Type: FAA Policy

Impacts: Loss of weather and flight-planning capability

Required Activities: SWIM application requirements, SWIM metadata certification requirements, SWIM source data requirements, SWIM infrastructure requirements.

System Impacts: Loss of weather and flight-planning capability

Legacy Systems Affected: N/A

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Air / Ground
Automation
Enterprise Services
Information System Security

Related Decision Points: [171] RTCA ATMAC R&P TOPS CONUSE (Define role of aircraft vs AOC vs ATS in trajectory optimization (defining requested trajectory)) (2010 Q2)
[172] 4DT concept complete, including common definition of Flight Object path and constraints. Major agency decision on constrained trajectory, negotiated trajectory, delegated trajectory) (2011)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 165 / 15

Name: [166] Decision on enhanced FIS-B services

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: Decision on next-generation weather reporting and integration into decisionmaking

Target CY Date: 2010 Q3

Decision Type: Initial Investment Decision (IID)

Impacts: Loss of weather planning capability

Required Activities: Weather Product Requirements, Weather Sensor Requirements, SC-206

System Impacts: Loss of weather planning capability

Legacy Systems Affected: Avionics, Weather

Approving Authority: Joint Resource Council

Lead Organization: AVS

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Aircraft

Related Roadmaps: Surveillance

Related Decision Points: [7] Decision for ADS-B/TIS-B/FIS-B Segment 2 (NAS wide) implementation, including backup strategy (the approved backup strategy is to retain limited secondary radar and all terminal primary radars) (2007)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 05-Nov-2009 by James Grant

ID / Revision: 166 / 12

Name: [167] Decision on Enhanced Vision System (EVS) architectures to support low and zero visibility approach and surface operations (IR signature) (SC-213 MASPS, MOPS, TSO, AC)

State: Replaced

High Priority? No

Planning / Placeholder? No

Description: Decision on EVS to support low-visibility operations for approach and surface.

Target CY Date: 2010

Decision Type: FAA Strategy

Impacts: Loss of EFVS capability in operator installations

Required Activities: SC-213 EFVS requirements

System Impacts: Loss of EFVS capability in operator installations

Legacy Systems Affected: Avionics

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: [557] MASPS for Advanced Vision Systems for Landing
[558] LED Approach/Airport Lighting Phase In
[559] AC20-VS for Advanced Vision Systems
[561] EISA Compliance Policy

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 167 / 19

State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Operational concept for integration of flight-planning from dispatch and ATC in aircraft decision.
Target CY Date:	2010 Q2
Decision Type:	FAA Strategy
Impacts:	Limitation on operational capability, limitation on deployment
Required Activities:	AOC dispatch concept
System Impacts:	Limitation on operational capability, limitation on deployment
Legacy Systems Affected:	Avionics, AOC
Approving Authority:	Service Unit / EAB
Lead Organization:	Aircraft Certification Service - Avionic Systems Branch
Supporting Orgs:	Joint Planning Development Office
Primary Roadmap:	Aircraft
Related Roadmaps:	None
Related Decision Points:	<p>[29] Submit Airborne data integrity requirements to Automation mid-term work package to support exchange of Air-Ground data (2009 Q1)</p> <p>[54] Decision to develop avionics policy and standards for Enhanced Aircraft Flight Management Systems to support 4D super density operations. (DP 171. DP 172 must be completed) (2012)</p> <p>[158] Data Communications Segment 1 FID (part 1 of a split FID) (2011 Q3)</p> <p>[159] Aircraft standards publication for Segment 1 linked to Datacomm (2010 Q1)</p> <p>[160] Aircraft standards publication for Segment 2 linked to DataComm (2013)</p> <p>[161] DataComm Avionics development complete, Forward Fit begins (2017)</p> <p>[162] Agency Link Decision for FCI (2008 Q3)</p> <p>[164] FCI Airspace prescription (policy effectivity date - timeframe TBD) (2021)</p> <p>[165] SWIM Air Policy (2010 Q3)</p> <p>[183] Research Transition Decision-Air-Ground Data Exchange Framework (2009 Q4)</p> <p>[185] Policy Decision-Develop ATO/AVS Partnership guidance (2009 Q3)</p> <p>[193] Planning Decision: Develop Human/Automation design principles to support NextGen infrastructure (2013 Q1)</p> <p>[194] Planning Decision: Incorporate results into future Requirement for NextGen Technology and Human/Automation intensive operations (2017)</p>
Replaced By Decision Points:	None
Related Assumptions:	None

Related Systems: None

Update Date: 23-Nov-2009 by James Grant

ID / Revision: 171 / 12

Name: [173] Strategy for use of EFVS/SVS (Enhanced Flight Vision System/Synthetic Vision System) in future operations (90 series AC)

State: Replaced

High Priority? No

Planning / Placeholder? No

Description: Hybrid approach to EFVS/SVS for operational credit.

Target CY Date: 2010

Decision Type: FAA Strategy

Impacts: Increased capacity benefits will be deferred.

Required Activities: SC-213 EFVS MASPS completion

System Impacts: Increased capacity benefits will be deferred.

Legacy Systems Affected: Avionics

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: [557] MASPS for Advanced Vision Systems for Landing
[558] LED Approach/Airport Lighting Phase In
[559] AC20-VS for Advanced Vision Systems
[561] EISA Compliance Policy

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 173 / 18

Name: [175] Integrated Display

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: Integrated display requirements from EVS, Datacom, Navigation, Dependant surveillance (in), and weather are to be defined to support TBO, CSPA, Self-separation, etc.

Target CY Date: 2010

Decision Type: Legacy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: NULL

Lead Organization: AVS

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Automation
Communications
Navigation
Surveillance
Weather

Related Decision Points: [28] NextGen. Equipage Strategy (2008 Q2)
[35] Determine FAA's initial investment strategy for the data communications program and the concomitant rulemaking strategy for airborne equipment. (2008 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 14-Oct-2008 by Don Embt

ID / Revision: 175 / 9

Name: [184] Policy Decision-Global Information Exchange Assurance

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: Coordinate internationally to develop a Global information exchange assurance for those Air-Ground systems with international scope.

Target CY Date: 2010 Q2

Decision Type: FAA Policy

Impacts: A lack of international harmonization can lead to multiple system mis-matched functions and requirements.

Required Activities: 1.) Identify a international vehicle to address this issue/ International Data Working Group-TBD ICAO, EuroControl. 2.) Establish a common goal - Gobal Information Exchange Assurance. 3.) Harmonize internationally accepted Framework. 4.) Transform Framework into globally coordinated requirements. 5.) Complete evaluation in relevant environments through trials and test bed developments.

System Impacts: A lack of international harmonization can lead to multiple system mis-matched functions and requirements.

Legacy Systems Affected: ERAM, Data Comm, SBS, SWIM-3, ATOP- TR

Approving Authority: Executive Council

Lead Organization: ATO-P

Supporting Orgs: Program Operations Office
Terminal Program Operations Office
Safety & Operations Support Office

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AG-03
AG-04
AG-06
AG-07

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 184 / 18

Name: [186] Policy Decision-Synchronize aircraft equipage with ground infrastructure and acquisition

State: Deleted

High Priority? No

Planning / Placeholder? Yes

Description: Ensure synchronization of implementation schedule for Air-Ground systems.

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: Inability to accrue benefits and meet return on Investment goals.

Required Activities: 1.) Collect information re: Systems Views, Operations, Capabilities, and Infrastructure. 2.) Clarify dependencies, trade space, research and policy. 3.) Perform analysis to identify further schedule misalignment, timeline, risks, and trade-space. 4.) Define requirements to meet anticipated equipage-
Congruent requirements(EuroControl building 1Gig for the future, but only needing 1Meg today).

System Impacts: Inability to accrue benefits and meet return on Investment goals.

Legacy Systems Affected: ERAM, Data Comm, SBS, SWIM -3, ATOP, TAMR

Approving Authority: Service Unit VP

Lead Organization: ATO-P

Supporting Orgs: Program Operations Office
Terminal Program Operations Office
Safety & Operations Support Office

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: [47] Final Investment Decision for NAS Voice Switch (2012)
[52] Final Decision for Avionics Mandate/Rulemaking for ADS-B (out)/MODE-S/UAT (2010 Q2)

Replaced By Decision Points: None

Related Assumptions: AG-02
AG-03
AG-04
AG-06
AG-07

Related Systems: None

Update Date: 05-Nov-2009 by Terry Barcus

ID / Revision: 186 / 24

Name: [189] Planning Decision/Policy Decision-Develop a means to manage standards bodies to efficiently and effectively utilize resources and meet needs of
NextGen

State: Completed

High Priority? No

Planning / Placeholder? Yes

Description:	Today's standards bodies needs to be aligned with advancing NextGen capabilities and infrastructure. New capabilities that require new standards needs to be integrated into the work of standards bodies.
Target CY Date:	2010 Q1
Decision Type:	FAA Policy
Impacts:	There will be a delay of new capabilities that require new global interoperability standards, which need to be integrated into the work of standards bodies.
Required Activities:	1.) Update NextGen standard maturity analysis. 2.) Review current standards bodies work re: NextGen- White Paper (Systems-based to Performance-Based) 3.) Comparative analysis of standards body work related to JPDO IWP- White Paper
System Impacts:	There will be a delay of new capabilities that require new global interoperability standards, which need to be integrated into the work of standards bodies.
Legacy Systems Affected:	N/A
Approving Authority:	Service Unit VP
Lead Organization:	Chief System Engineering Group
Supporting Orgs:	NextGen and Operations Planning Technical Operations Safety & Operations Support Office Aviation Safety
Primary Roadmap:	Air / Ground
Related Roadmaps:	None
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	AG-02 AG-03 AG-04 AG-05 AG-06 AG-07 AG-08
Related Systems:	None
Update Date:	23-Nov-2009 by James Grant
ID / Revision:	189 / 24

Name: [190] Implementation Decision-Move standards bodies to develop standards that are sufficient to support NextGen.

State: Deleted

High Priority? No

Planning / Placeholder? Yes

Description: Establish a model to support Air-Ground standards bodies to develop end-to-end performance-based standards

Target CY Date: 2010 Q3

Decision Type: FAA Policy

Impacts: Technology standards may not meet overall performance requirements leading to operational limitations. No impacts to cost, schedule or technical but may be impacted by a lack of Standards.

Required Activities: 1. Develop recommendations to transition standards bodies from system-based perspective to performance-based perspective.

System Impacts: Technology standards may not meet overall performance requirements leading to operational limitations. No impacts to cost, schedule or technical but may be impacted by a lack of Standards.

Legacy Systems Affected: N/A

Approving Authority: Service Unit VP

Lead Organization: ATO-P

Supporting Orgs: None

Primary Roadmap: Air / Ground

Related Roadmaps: Air / Ground
Automation
Communications
Enterprise Services
Navigation
Surveillance

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AG-02
AG-03
AG-04
AG-06
AG-07

Related Systems: None

Update Date: 05-Nov-2009 by Terry Barcus

ID / Revision: 190 / 24

Name: [192] Research Transition Decision-Incorporate expected changes to TCAS, Conflict Probe, and Conflict Management into coordinated Air-Ground Safety Network

State: Deleted

High Priority? No

Planning / Placeholder? Yes

Description: Develop an A-G Safety Network Interoperability model to support a comprehensive separation assurance and conflict management environment.

Target CY Date: 2010 Q3

Decision Type: FAA Policy

Impacts: Air and Ground safety nets are temporally converging which can result in conflicting separation assurance and conflict resolution instructions. There is no impacts to cost, schedule, or technical.

Required Activities: 1.) Define Concept of Operations of role of TCAS in NextGen environment (Independent safety net, Interoperability with ADS-B and conflict probe) 2.) Perform NextGen TCAS research. 3.) Define strategy to develop NextGen TCAS. 4.) Develop standards for NextGen TCAS. 5.) Develop and execute implementation plan for NextGen TCAS. 6.) Develop standards and guidance for advanced safety assurance methods and simulation for use in development of new air traffic management and air transportation capabilities. 7.) Develop an integrated approach between separation assurance and collision avoidance, with special attention to the safety case.

System Impacts: Air and Ground safety nets are temporally converging which can result in conflicting separation assurance and conflict resolution instructions. There is no impacts to cost, schedule, or technical.

Legacy Systems Affected: N/A

Approving Authority: Service Unit VP

Lead Organization: ATO-P

Supporting Orgs: None

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: [52] Final Decision for Avionics Mandate/Rulemaking for ADS-B (out)/MODE-S/UAT (2010 Q2)
[174] Agency policy to add ABWTS (Aircraft Based WT Separation) decision support capability to the flight deck (2012)

Replaced By Decision Points: None

Related Assumptions: AG-02
AG-03
AG-04
AG-06
AG-07

Related Systems: None

Update Date: 09-Nov-2009 by Terry Barcus

ID / Revision: 192 / 24

Name: [195] Time Based Flow Management (TBFM) Final Investment Decision

State: Completed

High Priority? Yes

Planning / Placeholder? No

Description: This decision baselines the TBFM Program to award a contract to expand and enhance the legacy traffic management advisor. TBFM will allow development across several NextGen Operational Improvement (OI) Solution Set capability areas; such as initiate TBO, Increase arrivals and departures at high density airports.

Target CY Date: 2010 Q1

Decision Type: Final Investment Decision (FID)

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Executive Council

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: En Route Automation Modernization (ERAM) Program

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-01
AUTO-05
AUTO-06
AUTO-08
AUTO-09
AUTO-10
AUTO-11

Related Systems: None

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 195 / 23

Name: [245] Decision on near-term minimum operational VOR ground network

State: Active

High Priority? No

Planning / Placeholder? No

Description: Strategy on near-term minimum operational VOR ground network

Target CY Date: 2010 Q4

Decision Type:	FAA Strategy
Impacts:	NONE
Required Activities:	NONE
System Impacts:	NONE
Legacy Systems Affected:	N/A
Approving Authority:	Executive Council
Lead Organization:	Technical Operations Navigation Services Office
Supporting Orgs:	None
Primary Roadmap:	Navigation
Related Roadmaps:	Aircraft
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	NAV-01 NAV-02 NAV-03 NAV-04
Related Systems:	Instrument Landing System Avionics Very High Frequency Omnidirectional Range
Update Date:	10-Mar-2010 by James Grant
ID / Revision:	245 / 20

Name:	[254] In-Service Decision for SBS Critical Services (ADS-B) NAS wide implementation, including backup strategy
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State:	Active
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High Priority?	No
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Planning / Placeholder?	No
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Description:	The SBS Program will develop connectivity and validate ADS-B suitability for ATC services through integration to the five primary automation platforms and establish an In-Service Decision (ISD) on ADS-B, ADS-R, TIS-B and FIS-B in Segment 1 by 2010.
Target CY Date:	2010 Q3
Decision Type:	In-Service Decision (ISD)
Impacts:	<ol style="list-style-type: none"> 1. Deploy and certify equipment to support service delivery in selected locations 2. Certify ADS-B based separation standards for 3 and 5 nautical miles on five FAA automation platforms - ERAM, HOST, MEARTS, STARS, CARTS 3. Support ADS-B "Out" operations 4. Confirm minimum avionics performance to ensure future utility. 5. Help access and define additional aircraft to aircraft requirements 6. Achieve early benefits in non-radar airspace 7. Develop applications with industry partners.
Required Activities:	<ol style="list-style-type: none"> 1. Deploy and certify equipment to support service delivery in selected locations. 2. Publish ADS-B "Out" Notice of Proposed Rulemaking (NPRM) 3. ADS-B "Out" Final Rule 4. Confirm minimum avionics performance to ensure future utility. 5. Define additional aircraft to aircraft requirements
System Impacts:	<ol style="list-style-type: none"> 1. Deploy and certify equipment to support service delivery in selected locations 2. Certify ADS-B based separation standards for 3 and 5 nautical miles on five FAA automation platforms - ERAM, HOST, MEARTS, STARS, CARTS 3. Support ADS-B "Out" operations 4. Confirm minimum avionics performance to ensure future utility. 5. Help access and define additional aircraft to aircraft requirements 6. Achieve early benefits in non-radar airspace 7. Develop applications with industry partners.
Legacy Systems Affected:	ADS-B, TIS-B, FIS-B, Aircraft Avionics
Approving Authority:	Joint Resource Council
Lead Organization:	Surveillance & Broadcast Services Program Services
Supporting Orgs:	Systems Engineering & Safety Office
Primary Roadmap:	Surveillance
Related Roadmaps:	Aircraft Safety
Related Decision Points:	<p>[28] NextGen. Equipage Strategy (2008 Q2)</p> <p>[52] Final Decision for Avionics Mandate/Rulemaking for ADS-B (out)/MODE-S/UAT (2010 Q2)</p> <p>[253] In-Service Decision for SBS Essential Services (TIS-B/FIS-B) NAS wide implementation (2008 Q4)</p> <p>[403] Final Investment Decision for SBS Implementation of Advanced ADS-B Applications (2012)</p>
Replaced By Decision Points:	None
Related Assumptions:	None

Related Systems: Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation
Automatic Dependent Surveillance - Broadcast
En Route Automation Modernization
Flight Information Service - Broadcast
Meteorological and Aeronautical Planning System
Terminal Automation Modernization and Replacement
Tower Flight Data Manager
Traffic Information Service - Broadcast

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 254 / 18

Name: [255] In-Service Decision for WM/LAT (Alaska and Colorado)

State: Active

High Priority? No

Planning / Placeholder? No

Description: The FAA AJE and Air Traffic Organizations validate acceptable operation of Wide Area Multi-lateration (WM/LAT) systems in Colorado and Alaska. FAA will make a decision to approve the WM/LAT for service in Colorado and Alaska. The FAA will also assume WM/LAT operations from the Colorado Transportation Authority.

Target CY Date: 2010 Q2

Decision Type: In-Service Decision (ISD)

Impacts: Results of evaluation will impact FAA decision to operation of Wide Area Multi-lateration systems from the Colorado Transportation Authority and extend Multi-lateration operations in the NAS.

A decision to extend Multi-lateration in the NAS will provide a backup to ADS-B operations.

Required Activities: 1. Validate acceptable operation of Wide Area Multi-lateration systems in Colorado.
2. FAA assumes operation of Wide Area Multi-lateration systems from the Colorado Transportation Authority.

System Impacts: Results of evaluation will impact FAA decision to operation of Wide Area Multi-lateration systems from the Colorado Transportation Authority and extend Multi-lateration operations in the NAS.

A decision to extend Multi-lateration in the NAS will provide a backup to ADS-B operations.

Legacy Systems Affected: WM/LAT

Approving Authority: Joint Resource Council

Lead Organization: Surveillance & Broadcast Services Program Services

Supporting Orgs: Systems Engineering & Safety Office
Terminal Surveillance Group

Primary Roadmap: Surveillance

Related Roadmaps: Facilities
Safety

Related Decision Points: [253] In-Service Decision for SBS Essential Services (TIS-B/FIS-B) NAS wide implementation (2008 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Wide Area Multi-Lateration

Update Date: 23-Feb-2010 by James Grant

ID / Revision: 255 / 18

Name: [261] Candidate site(s) selected

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: Results of R&D will determine the candidate areas for the Big Airspace Program.

Target CY Date: 2010 Q3

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: 1. Develop "Big Airspace" Operational Concept
2. Develop paradigm for controller roles and responsibilities
3. Identify and resolve potential infrastructure issues
4. Develop transition strategy for migration to the "Big Airspace" Concept

System Impacts: NONE

Legacy Systems Affected: UNKNOWN

Approving Authority: Service Unit VP

Lead Organization: ATO-R

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: Facilities

Related Decision Points: [262] Decision to implement Big Airspace at candidate areas (2012)
[272] Recommend 1 or 2 test field locations and define automation requirements (2010 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 261 / 19

Name: [264] Decision to re-design Western Corridor

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: With completion of SNSA airspace design and analysis effort this decision is to implement the initial airspace changes to Western Corridor. Western Corridor Airspace redesign includes:

1. Southern Nevada Increments
2. Southern California and phoenix increments
3. Overlying en route airspace
4. Connectivity to Bay-to-basin

Target CY Date: 2010 Q3

Decision Type: FAA Policy

Impacts: Western Corridor Airspace

Required Activities: 1. Planning for "Clean-sheet" SNSA airspace design
2. Begin airspace alternative design effort for SNSA
3. Complete analysis

System Impacts: Western Corridor Airspace

Legacy Systems Affected: N/A

Approving Authority: Service Unit VP

Lead Organization: ATO-R

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 264 / 15

Name: [266] Develop concept for RNAV Airspace

State: Completed

High Priority? No

Planning / Placeholder? No

Description: Performance BAsed Navigation program to develop CONOPS, Concept of Use, and High Level Requirements for RNAV Airspace.

Target CY Date: 2010 Q1

Decision Type: FAA Policy

Impacts: Delay in criteria development and airspace implementation
* Successful implementation may lead to reduced VOR requirements-other than backup.

Required Activities: NONE

System Impacts: Delay in criteria development and airspace implementation
* Successful implementation may lead to reduced VOR requirements-other than backup.

Legacy Systems Affected: N/A

Approving Authority: Service Unit VP

Lead Organization: Airspace & AIM/DOD Liaison-US Navy

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: A&P-01
A&P-02

Related Systems: None

Update Date: 24-Feb-2010 by Ward Huston

ID / Revision: 266 / 21

Name: [268] Identify locations for SIDs & STARs Phase 2

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: Determine locations for SIDs & STARs with non-overlay RNAV or RNP SIDs and STARs. Joined to Q-routes where appropriate.

Target CY Date: 2010 Q4

Decision Type: FAA Strategy

Impacts: N/A

Required Activities: Develop and publish track-to-track spacing standards and other requirements for given airspace operations.

System Impacts: N/A

Legacy Systems Affected: N/A

Approving Authority: Service Unit VP

Lead Organization: ATO-R

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 268 / 14

Name: [272] Recommend 1 or 2 test field locations and define automation requirements

State: Active

High Priority?	No
Planning / Placeholder?	No
Description:	Recommend the first two test fields that will initiate the Big Airspace operational prototype and will provide result to feed future development of the Big Airspace Project.
Target CY Date:	2010 Q3
Decision Type:	FAA Strategy
Impacts:	Airspace, Facilities, Personnel
Required Activities:	Research results supporting two test fields
System Impacts:	Airspace, Facilities, Personnel
Legacy Systems Affected:	N/A
Approving Authority:	Executive Council
Lead Organization:	Airspace & AIM/DOD Liaison-US Navy
Supporting Orgs:	None
Primary Roadmap:	Airspace and Procedures
Related Roadmaps:	Facilities
Related Decision Points:	[261] Candidate site(s) selected (2010 Q3) [262] Decision to implement Big Airspace at candidate areas (2012)
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	None
Update Date:	24-Feb-2010 by Ward Huston
ID / Revision:	272 / 27

Name:	[274] Decision to continue funding Future Airspace Capacity and Efficiency Research
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	This decision is the continue the FACES research at the end of 2010.
Target CY Date:	2010 Q2
Decision Type:	FAA Policy
Impacts:	Mid-term Airspace Projects
Required Activities:	Validate cost & benefits of the FACES research and the impacts to the future airspace projects.
System Impacts:	Mid-term Airspace Projects
Legacy Systems Affected:	Future and mid-term airspace projects/programs will be affected.
Approving Authority:	Service Unit VP
Lead Organization:	Airspace & AIM/DOD Liaison-US Navy
Supporting Orgs:	None
Primary Roadmap:	Airspace and Procedures
Related Roadmaps:	None
Related Decision Points:	[263] Review airspace evolution and determine future phases if any (2012)
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	None
Update Date:	04-Feb-2010 by Ward Huston
ID / Revision:	274 / 25

Name:	[277] Final Investment Decision for SWIM Segment 2 (Baseline FY12 - 16)
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Final Investment Decision (FID) for SWIM Segment 2 Implementation of an Enterprise Service Bus (ESB) infrastructure functionality and core services.
Target CY Date:	2010 Q3
Decision Type:	Final Investment Decision (FID)
Impacts:	NONE
Required Activities:	NONE
System Impacts:	NONE
Legacy Systems Affected:	N/A
Approving Authority:	Joint Resource Council
Lead Organization:	System Wide Information Management Group
Supporting Orgs:	Program Operations Office Systems Engineering & Safety Office Terminal Services
Primary Roadmap:	Enterprise Services
Related Roadmaps:	Safety
Related Decision Points:	[19] Approve CATMT work package 2 (mid-term package content) (2008 Q3) [38] Executive Level Decision to transition WMSCR Comms functionality to web access via NNEW WP2 & ALDARS Comms functionality to NNEW WP2 (2011) [45] Terminal Automation Modernization and Replacement (TAMR) Phase 3 Initial Investment Decision (2009 Q4) [48] Strategy to Fund FAA Portion of NextGen 4-D Weather Cube (2010 Q3) [59] Evaluate SWIM Air Capability (2010 Q3) [115] Approve Tower Flight Data Manager 1 Initial Investment Decision (2011 Q3) [177] Initial Investment Decision for SITS Air Domain Security Architectures (2011 Q3) [183] Research Transition Decision-Air-Ground Data Exchange Framework (2009 Q4) [209] Executive Level Decision to fund FAA portion of NextGen 4-D Weather Single Authoritative Source (4-D Wx SAS) (2014)

Replaced By Decision Points: None

Related Assumptions: ES-01
ES-02

Related Systems: Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation
Aeronautical Information Management Modernization
Collaborative Air Traffic Management Technologies
En Route Automation Modernization
Remote Maintenance and Logging System : SWIM Interface
System Wide Information Management
Terminal Automation Modernization and Replacement
Time Based Flow Management
Tower Flight Data Manager

Update Date: 02-Mar-2010 by Keith Talbert

ID / Revision: 277 / 33

Name: [278] Terminal/En Route procedural changes required for Optimized Profile Descent (OPD) are determined

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: TBD

Target CY Date: 2010 Q2

Decision Type: FAA Policy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: NULL

Lead Organization: ATO-P

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 19-Feb-2009 by Don Embt

ID / Revision: 278 / 9

Name: [283] Identify and train ATCT departure procedures and decision support tools to support WTMD

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: TBD

Target CY Date: 2010 Q2

Decision Type: FAA Policy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: NULL

Lead Organization: ATO-P

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 19-Feb-2009 by Don Embt

ID / Revision: 283 / 11

Name: [286] New terminal and en route controllers are developed and trained

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: TBD

Target CY Date: 2010 Q4

Decision Type: FAA Policy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: NULL

Lead Organization: ATO-P

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 19-Feb-2009 by Don Embt

ID / Revision: 286 / 11

Name: [287] ANSP procedures for delegation of new oceanic climb and descent maneuvers are development

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: TBD

Target CY Date: 2010 Q2

Decision Type: FAA Policy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: NULL

Lead Organization: ATO-P

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 19-Feb-2009 by Don Embt

ID / Revision: 287 / 10

Name: [303] Future Facility Strategy Decision

State: Active

High Priority? No

Planning / Placeholder? No

Description: This is the FAA Future Facility Strategy Decision to pursue legislative authority for ATC facility relocations and/or consolidations, in accordance with NextGen Facilities Program alternatives analysis.

Target CY Date: 2010 Q2

Decision Type: FAA Strategy

Impacts: NextGen Facilities

Required Activities: TBD

System Impacts: NextGen Facilities

Legacy Systems Affected: TBD

Approving Authority: Joint Resource Council

Lead Organization: Future Facilities Engineering Team

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 22-Feb-2010 by David Yaeger

ID / Revision: 303 / 12

Name: [310] Metering roles and responsibilities between TFM and En Route are developed

State: Deleted

High Priority? No

Planning / Placeholder? No

Description: TBD

Target CY Date: 2010 Q4

Decision Type: FAA Policy

Impacts: NONE

Required Activities: TBD

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: NULL

Lead Organization: ATO-P

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 19-Feb-2009 by Don Embt

ID / Revision: 310 / 10

Name: [319] Completion of GBAS Cat III prototype and development

State: Deleted

High Priority? Yes

Planning / Placeholder? No

Description: Successful completion of GBAS Cat III prototype and development work initiates Cat III System Design Approval (SDA).

Target CY Date: 2010 Q4

Decision Type: FAA Strategy

Impacts: NONE

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: UNKNOWN

Approving Authority: NULL

Lead Organization: ATO-W Navigation Services

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 19-Feb-2009 by Don Embt

ID / Revision: 319 / 6

Name: [329] RVR Sustainment: ISD for PC-RVR for use within the NAS

State: Completed

High Priority? No

Planning / Placeholder? No

Description: RVR Sustainment: In-Service Decision for PC-based RVR for use within the NAS.

Target CY Date: 2010 Q1

Decision Type:	FAA Strategy
Impacts:	NONE
Required Activities:	NONE
System Impacts:	NONE
Legacy Systems Affected:	UNKNOWN
Approving Authority:	Service Director
Lead Organization:	Technical Operations Navigation Services Office
Supporting Orgs:	None
Primary Roadmap:	Navigation
Related Roadmaps:	Facilities Airport
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	Runway Visual Range
Update Date:	02-Feb-2010 by James Grant
ID / Revision:	329 / 15

Name:	[339] Initial Investment Decision for NAS Voice Switch
State:	Active
High Priority?	Yes
Planning / Placeholder?	No

Description: Provides air/ground and ground/ground voice communications services for controllers, at new and existing facilities, including GSDFs, ARTCCs, TRACONs and Towers.

Target CY Date: 2010 Q3

Decision Type: Initial Investment Decision (IID)

Impacts: NextGen objective to dynamically match ATC assets to ATC dynamically changing needs will not be realized.

Required Activities: Analyze flexible comm enterprise architecture (EA) with business case focus - Develop alternative transition strategies - Study voice usage - Determine that RCE can be effectively integrated into NVS program.

System Impacts: NextGen objective to dynamically match ATC assets to ATC dynamically changing needs will not be realized.

Legacy Systems Affected: RCE

Approving Authority: Joint Resource Council

Lead Organization: Voice Switching and Recording Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: COMM-03

Related Systems: NAS Voice System

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 339 / 15

Name: [344] Establish Requirements for a Backup Timing Source

State: Active

High Priority?	No
Planning / Placeholder?	No
Description:	<p>The decision to "Establish Requirements for a backup Timing Source" will identify the timing backup, reliability and diversity requirements in support of NAS operational systems and leased services will be determined.</p> <p>DHS sent email (on timing): FAA input says VOR is the backup. A comprehensive study on to determine timing backup, reliability and diversity requirements".</p>
Target CY Date:	2010 Q4
Decision Type:	Executive Level
Impacts:	Impacts NAS timing backup, reliability and diversity requirements".
Required Activities:	<p>A comprehensive study on to determine timing backup, reliability and diversity requirements".</p> <p>Assess GPS backup requirements for timing and frequency. Agreement must be obtained with Navigation and other domains on an approach.</p> <p>The selected approach needs to address safety and security concerns.</p>
System Impacts:	Impacts NAS timing backup, reliability and diversity requirements".
Legacy Systems Affected:	UNKNOWN
Approving Authority:	Executive Council
Lead Organization:	Technical Operations
Supporting Orgs:	<p>Systems Engineering & Safety Office</p> <p>System Wide Information Management Group</p>
Primary Roadmap:	Enterprise Services
Related Roadmaps:	<p>Air / Ground</p> <p>Automation</p> <p>Communications</p> <p>Navigation</p> <p>Surveillance</p>
Related Decision Points:	[345] Implementation strategy decision for GPS timing backup (2011)
Replaced By Decision Points:	None
Related Assumptions:	<p>NAV-05</p> <p>SURV-02</p>

Related Systems: None

Update Date: 23-Feb-2010 by James Grant

ID / Revision: 344 / 20

Name: [350] FID for NEXCOM Segment 2 Modernization Phase 1

State: Active

High Priority? No

Planning / Placeholder? No

Description: NEXCOM Segment 2 modernization consists of the replacement of UHF and VHF radios, UHF and VHF Emergency Transceiver Radios (ETR) and VHF handheld radios for the Terminal and Flight Service environments.

Target CY Date: 2010 Q1

Decision Type: Final Investment Decision (FID)

Impacts: NEXCOM Segment 2 modernization is required to maintain A/G communications capability at the required availability.

Required Activities: None.

System Impacts: NEXCOM Segment 2 modernization is required to maintain A/G communications capability at the required availability.

Approving Authority: Joint Resource Council

Lead Organization: Air-Ground Communications Solution Implementation Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Enterprise Services
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Emergency Transceiver Replacement
Ultra High Frequency Ground Radios
Very High Frequency Ground Radios
Very High Frequency Handheld Radios

Update Date: 02-Mar-2010 by George Masiuk

ID / Revision: 350 / 5

Name: [366] Meteorological and Aeronautical Planning System (MAPS) Concept and Requirements Definition Readiness Decision

State: Completed

High Priority? No

Planning / Placeholder? No

Description: Meteorological and Aeronautical Planning System (MAPS) Concept and Requirements Definition Readiness Decision development of the flight service evolution that will incorporate available NextGen Capabilites and provide the ground work for future interfaces.

Target CY Date: 2010 Q2

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: None

Required Activities: Complete Strategy Decision

System Impacts: None

Approving Authority: Service Unit / EAB

Lead Organization: Program Management COTR Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [208] Meteorological and Aeronautical Planning System (MAPS) Final Investment Decision (2012 Q3)
[306] Acquisition Strategy for Automated Flight Service Stations - CONUS (2014)
[367] Meteorological and Aeronautical Planning System (MAPS) Investment Analysis Readiness Decision (2010 Q4)
[368] Meteorological and Aeronautical Planning System (MAPS) Initial Investment Decision (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: AUTO-02
AUTO-05
AUTO-08
AUTO-09
AUTO-10
AUTO-11

Related Systems: Direct User Access Terminal Service
Meteorological and Aeronautical Planning System

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 366 / 15

Name: [367] Meteorological and Aeronautical Planning System (MAPS) Investment Analysis Readiness Decision

State: Active

High Priority? No

Planning / Placeholder? No

Description: The Meteorological and Aeronautical Planning System (MAPS) Investment Analysis Readiness Decision is the initial phase of the acquisition, which when complete wraps up into a single platform CONUS, Alaska, and DUAT/S. In FY10 they are completing the CRD and IARD.

Target CY Date: 2010 Q4

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Proposed addition to roadmap

Required Activities: Proposed addition to roadmap

System Impacts: Proposed addition to roadmap

Approving Authority: Joint Resource Council

Lead Organization: Program Management COTR Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [208] Meteorological and Aeronautical Planning System (MAPS) Final Investment Decision (2012 Q3)
[306] Acquisition Strategy for Automated Flight Service Stations - CONUS (2014)
[366] Meteorological and Aeronautical Planning System (MAPS) Concept and Requirements Definition Readiness Decision (2010 Q2)
[368] Meteorological and Aeronautical Planning System (MAPS) Initial Investment Decision (2011 Q4)

Replaced By Decision Points: None

Related Assumptions: AUTO-02
AUTO-05
AUTO-08
AUTO-09
AUTO-10
AUTO-11

Related Systems: Meteorological and Aeronautical Planning System

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 367 / 15

Name: [373] RMMS CONOPS for NextGen Integration Strategy Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Strategy Decision for RMLS ConOps for Tech Ops NextGen Mid-Term Work Package, Tech Ops NextGen Far-Term Work Package, and SWIM Segment 3

Target CY Date: 2010 Q4

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Executive Council

Lead Organization: National Airspace System Support Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Enterprise Services

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Remote Maintenance and Logging System : NextGen Mid-Term Work Package

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 373 / 4

Name: [380] Perform CSPO Modeling and Simulation Feasibility

State: Replaced

High Priority? No

Planning / Placeholder? Yes

Description: The DP explores concepts to recover lost capacity through reduced separation standards, increased applications of dependent and independent operations, enabled operations in lower visibility conditions, and changes in separation responsibility between the ATC and the flight deck. Research will be initiated to support far-term capacity requirements. Research will be focused on finding ways to recover lost capacity due to IMC events by providing a monitoring capability that mimics or replaces visual separation. VMC-like capacity may be achieved by integrating new aircraft technologies such as ADS-B in, Precision navigation, data link and cockpit displays.

Target CY Date: 2010 Q4

Decision Type: FAA Strategy

Impacts: DP 's 40, 167, 31,107,158,167, 61, 182, 188, 304

Required Activities: Key Activities include: 1. Perform blunder Analysis to support reducing the Non-transgression zone (NTZ). 2. Define requirements to perform independent operations to closely-spaced parallel runways less than 4300' lateral separation. 3. Define Requirements to perform paired simultaneous operations to closely spaced parallel runways less than 2500' lateral separation.

System Impacts: DP's 40, 167, 31,107,158,167, 61, 182, 188, 304

Approving Authority: NextGen Management Board

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air-Ground Communications Solution Development Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Terry Barcus

ID / Revision: 380 / 7

Name: [381] Perform UAS Interoperability Demonstration Evaluation

State: Replaced

High Priority? No

Planning / Placeholder? Yes

Description: Need to define classes of Unmanned Aircraft Systems (UAS) and what the operator wants to do and in what airspace aircraft want to fly. Define strategies to resolution UAS and ATC interoperability issues (flight planning, surface operations, flight concepts) through simulation and demonstrations. Define sufficient failure mode recovery operations that are aligned with current ATC expectations.

Target CY Date: 2010 Q4

Decision Type: FAA Strategy

Impacts: DP's 31, 107, 152, 47, 192, 172, 174,

Required Activities: 1. Finalize UAS ATC Interoperability Paper to define trade space of alternatives [AGT FY09-10] 2. Determine Performance Envelope of UAS Vehicles [AGT FY10] 3. Define the Functional Requirements for UAS Operations both Aircraft and Ground Systems [AG FY10-11] 4. Allocate the Air/Ground Functional Requirements [AGT FY10]

System Impacts: DP's 31, 107, 152, 47, 192, 172, 174,

Approving Authority: Service Unit VP

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air-Ground Communications Solution Development Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 30-Oct-2009 by Terry Barcus

ID / Revision: 381 / 5

Name: [384] A-G Mixed Performance Analysis

State: Replaced

High Priority? No

Planning / Placeholder? Yes

Description:	Both government and the private sector endeavor to deliver an ATM system that is capable of handling existing and future air traffic demands in a safe and efficient manner- regardless of aircraft equipage capabilities. An operational transition strategy must be implemented that adequately accommodates all types of aircraft with varying levels of equipage, while maximizing overall NAS performance. The strategy should define aircraft performance requirements for NextGen mid-term and far-term equipage suites. Aircraft with the capability to strictly conform to a negotiated trajectory will have integrated access to terminal and enroute airspace and receive performance-based ATM services from the Air Navigation Service Provider (ANSP). NextGen will be implemented airport by airport, region by region, aircraft by aircraft, over a period of years. The FAA proposes moving from the concept of "first-come, first-served" to "best-equipped, best-served." While early adopters will reap the greatest benefits, lesser equipped aircraft must still be accommodated. The FAA must work with the aviation community on an operational transition plan that adequately accommodates all types of operators with varying levels of equipage, while maximizing overall system performance and enhancing safety. However, interoperability across airborne platform domains, including platforms with mixed equipage will add to architectural complexity. The mixed equipage / domain scenarios will be accommodated seamlessly by the NextGen systems.
Target CY Date:	2010 Q4
Decision Type:	FAA Strategy
Impacts:	DP's 31, 59, 107, 149, 165, 172, 54
Required Activities:	a. Need to align the various FMS positional accuracy by Standard and Certification [RNP RNAV AVS]. b. Identify the disparity of FMS systems and how the FMS controls the airplane. Assess impacts on Air Traffic Separation and Procedures. White Paper [FY10-12 AGT] c. Ensure Equipage Insertion Strategy is aligned with desired NextGen avionics equipage suite. Incorporate Boeing OTA results. [FY10-12 AGT] d. Ensure that both aircraft performance and trajectory conformance are synchronized with automated ANSP trajectory analysis tools. [FY10-12 AGT] e. Assess the potential disparity between ground-based automation trajectory modeling capability with aircraft trajectory performance and conformance. Identify risks and recommend solutions to Flight Object trajectory management. [FY10-12 AGT] f. Develop procedures and automation enhancements to alert controllers of non-conformance events. [FY10-12 AGT]
System Impacts:	DP's 31, 59, 107, 149, 165, 172, 54
Approving Authority:	Service Unit VP
Lead Organization:	Chief System Engineering Group
Supporting Orgs:	Air-Ground Communications Solution Development Group
Primary Roadmap:	Air / Ground
Related Roadmaps:	None
Related Decision Points:	None
Replaced By Decision Points:	None
Related Assumptions:	None
Related Systems:	None
Update Date:	30-Oct-2009 by Terry Barcus

Name:	[386] NextGen ATOP/Offshore Automation Concept and Requirements Definition Readiness Decision
State:	Active
High Priority?	Yes
Planning / Placeholder?	No
Description:	Modernize the Oceanic and Offshore operations and systems to accommodate NextGen functionality.
Target CY Date:	2010 Q2
Decision Type:	Concept and Requirements Definition Readiness Decision (CRDR)
Impacts:	Integration with En Route and Terminal automation.
Required Activities:	Proposed Addition to roadmap
System Impacts:	Integration with En Route and Terminal automation.
Approving Authority:	Service Unit / EAB
Lead Organization:	Domain Engineering Group
Supporting Orgs:	En Route Automation Modernization (ERAM) Program
Primary Roadmap:	Automation
Related Roadmaps:	None
Related Decision Points:	[387] NextGen ATOP/Offshore Automation Investment Analysis Readiness Decision (2011 Q1) [388] NextGen ATOP/Offshore Automation Initial Investment Decision (2011 Q3) [389] NextGen ATOP/Offshore Automation Final Investment Decision (2012 Q3)
Replaced By Decision Points:	None

Related Assumptions: AUTO-01
AUTO-02
AUTO-05
AUTO-08
AUTO-09
AUTO-10
AUTO-11

Related Systems: Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation
Microprocessor-En Route Automated Radar Tracking System

Update Date: 05-Mar-2010 by Keith Talbert

ID / Revision: 386 / 8

Name: [393] Initial Investment Decision for Technology Refresh of ATCBI-5 beacon system

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision for Technology Refresh of ATCBI-5 beacon system will address requirements to sustain the ATCBI-5 and support Surveillance Interface Modernization (SIM) requirements for ASTERIX formatted data and Internet Protocol addressing for data distribution.

Target CY Date: 2010 Q4

Decision Type: Initial Investment Decision (IID)

Impacts: The DP provides a comprehensive approach to address ATCBI-5 maintenance issues sustain the ATCBI-5 surveillance service through a technology Refresh activity. The ATCBI-5 may be needed to support the ADS-B Backup Strategy.

Required Activities: Approve ATCBI-5 SLEP and decision on Surveillance Interface Modernization (SIM) at DP # 102, implement for ASTERIX and IP Addressing.
Assess new requirements to ATCBI secondary/beacon surveillance data.

System Impacts: The DP provides a comprehensive approach to address ATCBI-5 maintenance issues sustain the ATCBI-5 surveillance service through a technology Refresh activity. The ATCBI-5 may be needed to support the ADS-B Backup Strategy.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Safety

Related Decision Points: [102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems (2011 Q4)
[394] Final Investment Decision for Technology Refresh of ATCBI-5 beacon system (2012)
[593] Investment Analysis Readiness Decision (IARD) for Technology Refresh of ATCBI-5 beacon system (2010 Q2)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Air Traffic Control Beacon Interrogator : Model 5

Update Date: 16-Feb-2010 by James Grant

ID / Revision: 393 / 5

Name: [396] Investment Analysis Readiness Decision for Precision Runway Monitor-Alternate

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision for Precision Runway Monitor-Alternate to replace existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology. PRM-A offers a lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.

Target CY Date: 2010 Q2

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: 1. Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.
2. Approval supports implementation of Closely Spaced Parallel Approach (CPSA) operations.
3. PRM-A offers lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.

Required Activities: Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.

System Impacts: 1. Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Alternative using multilateration technology.
2. Approval supports implementation of Closely Spaced Parallel Approach (CPSA) operations.
3. PRM-A offers lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Safety
Surveillance
Airport

Related Decision Points: [397] Initial Investment Decision for migration of PRM to PRM-A (based on multilateration) (2011)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Precision Runway Monitor : Electronic Scan

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 396 / 4

Name: [402] In-Service Decision for Runway Status Light system

State: Active

High Priority? No

Planning / Placeholder? No

Description: The In-Service Decision for Runway Status Light system certifies the RWSL system for airport operation.

Target CY Date: 2010 Q4

Decision Type: In-Service Decision (ISD)

Impacts: This decision certifies the RWSL system for airport operation as a new situational awareness tool to help to prevent time-critical runway incursions and accidents.

Runway Status Lights (RWSL) system add a new technology to prevent runway accidents and reduce runway incursions by increasing pilots' and vehicle operators' situational awareness. RWSL indicates that a runway is unsafe for entry or crossing or that a runway is unsafe for departure.

Required Activities: Obtain "In-Service Decision" for Runway Status Light system at key site in Orlando.
FAA decision as to whether to (1) retain surface primary radars at DP # 76 and/or (2) use ADS-B to assume ASDE-X and LCGS functions.

System Impacts: This decision certifies the RWSL system for airport operation as a new situational awareness tool to help to prevent time-critical runway incursions and accidents.

Runway Status Lights (RWSL) system add a new technology to prevent runway accidents and reduce runway incursions by increasing pilots' and vehicle operators' situational awareness. RWSL indicates that a runway is unsafe for entry or crossing or that a runway is unsafe for departure.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: None

Primary Roadmap: Surveillance

Related Roadmaps: Facilities
Safety
Surveillance
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Runway Status Lights

Update Date: 30-Oct-2009 by Don Embt

ID / Revision: 402 / 2

Name: [405] Investment Analysis Readiness Decision for SIM in terminal and en route legacy radar systems

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision for Surveillance Interface Modernization (SIM) in terminal and en route surveillance and automation systems. This decision includes a portfolio decision is needed for an approach to implementing Internet Protocol data distribution and connectivity and ASTERIX data formatting for surveillance and automation systems.

Target CY Date: 2010 Q3

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: This decision will provide a Surveillance Interface Modernization (SIM) in terminal and en route surveillance and automation systems with benefits of:
1. improved IP communications connectivity for distribution of surveillance and post-automation state data processing information.
2. enables implementing Big Airspace operations.

Required Activities: A portfolio decision is needed for an approach to implementing Internet Protocol data distribution and connectivity and ASTERIX data formatting for surveillance and automation systems to achieve benefits and operational improvements.

System Impacts: This decision will provide a Surveillance Interface Modernization (SIM) in terminal and en route surveillance and automation systems with benefits of:
1. improved IP communications connectivity for distribution of surveillance and post-automation state data processing information.
2. enables implementing Big Airspace operations.

Approving Authority: Joint Resource Council

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: Program Operations Office
Terminal Surveillance Group
Terminal Automation Group

Primary Roadmap: Surveillance

Related Roadmaps: Enterprise Services
Safety

Related Decision Points: [406] Initial Investment Decision for SIM in terminal and en route legacy radar systems (2011 Q2)
[506] Concept and Requirements Definition Readiness (CRDR) Decision for SIM in Terminal and En Route Legacy Radar Systems (2009 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Surveillance Interface Modernization

Update Date: 17-Feb-2010 by James Grant

ID / Revision: 405 / 6

Name: [426] SMS Implemented within ATO

State: Completed

High Priority? No

Planning / Placeholder? No

Description: SMS is to be fully implemented in the ATO by 3/14/2010. Determination is needed as to whether or not this requirements has been met and what is needed in the way of SMS improvements.

Target CY Date: 2010 Q1

Decision Type: FAA Strategy

Impacts: * FAA Flight Plan Goal 1 (Increase Safety), Objective 6 (Implement a SMS for FAA)
* ATO Business Plan (11S59)

Required Activities: Determine if SMS implementation goal has been met and whether further SMS improvements are currently needed.

System Impacts: * FAA Flight Plan Goal 1 (Increase Safety), Objective 6 (Implement a SMS for FAA)
* ATO Business Plan (11S59)

Approving Authority: Service Unit VP

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Steve French

ID / Revision: 426 / 4

Name: [436] Integrated NextGen Safety Analysis Report Completed

State: Active

High Priority? No

Planning / Placeholder? No

Description: Perform integrated SRM on a NextGen capability. This is a proof of concept for finalizing an integrated SRM process.

Target CY Date: 2010 Q1

Decision Type: FAA Strategy

Impacts: Integrated SRM process development.

Required Activities: Integrated SRM using prototype process developed to support hazard analysis of NextGen and future concepts.

System Impacts: Integrated SRM process development.

Approving Authority: Service Unit VP

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Steve French

ID / Revision: 436 / 4

Name: [437] Flight Data Interface Modernization Concept and Requirements Definition Readiness Decision

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: The develop a standard medium for capturing and sharing the most up-to-date information of any flight. The flight information, often called Flight Object, is the single common reference for all system information about a flight. The effort will involve harmonization with a similar effort by the International Civil Aviation Organization

Target CY Date: 2010 Q2

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: Implementation of TBO, RNAV/RNP, CATM and International coordination.

Required Activities: Concept of Operation

System Impacts: Implementation of TBO, RNAV/RNP, CATM and International coordination.

Approving Authority: Service Unit / EAB

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: En Route Automation Modernization (ERAM) Program
Traffic Flow Management Programs Group
Terminal Automation Group

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [438] Flight Data Interface Modernization Investment Analysis Readiness Decision (2011 Q1)
[439] Flight Data Interface Modernization Initial Investment Decision (2011 Q4)
[440] Flight Data Interface Modernization Final Investment Decision (2012 Q4)

Replaced By Decision Points: None

Related Assumptions: AUTO-05
AUTO-09
AUTO-10
AUTO-11

Related Systems: Collaborative Air Traffic Management Technologies
En Route Automation Modernization
Terminal Automation Modernization and Replacement
Time Based Flow Management
Time Based Flow Management : Integrated Enterprise Solution
Tower Flight Data Manager

Update Date: 18-Feb-2010 by Keith Talbert

ID / Revision: 437 / 10

Name:	[443] IID to Tech Refresh/SLEP wind shear detection services of all WS systems
State:	Active
High Priority?	No
Planning / Placeholder?	No
Description:	Wx Product Team to use Portfolio approach and take Low-Level wind shear systems, TDWR, ASR-WSP, LLWAS & LIDAR, to a single EC/JRC meeting for an aggregate Initial Investment Decision (IID).
Target CY Date:	2010 Q3
Decision Type:	Initial Investment Decision (IID)
Impacts:	Low-level Wind shear coverage [safety] at ~ 118 NAS airports
Required Activities:	New Wx organization work with System Engineering
System Impacts:	Low-level Wind shear coverage [safety] at ~ 118 NAS airports
Approving Authority:	Executive Council
Lead Organization:	Terminal Weather Group
Supporting Orgs:	Weather Sensors Group Technical Operations Navigation Services Office
Primary Roadmap:	Weather
Related Roadmaps:	Safety Airport

Related Decision Points: [37] IARD to Tech Refresh/SLEP wind shear detection services capability of all WS systems (to address wind shear study & technologies) (2010 Q1)
[444] FID to Tech Refresh/SLEP all low-level wind shear detection systems as part of wind shear detection service (2012)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Airport Surveillance Radar - Weather System Processor
Laser Imaging Detection and Ranging
Low-Level Windshear Alert System : Model 2
Terminal Doppler Weather Radar

Update Date: 21-Feb-2010 by Robert Showalter

ID / Revision: 443 / 5

Name: [465] Strategy Decision: Define PNT Duplicative Services

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: Define an overall GPS backup strategy for Air Traffic Services that require navigation, surveillance, and time aspects. Current reports call for DME/DME, Secondary Surveillance Radar, and EOran as possible solutions. GPS technology using Space-Based PNT is now widely recognized as an essential element of the global ATM information infrastructure.

Target CY Date: 2010 Q4

Decision Type: FAA Strategy

Impacts: - Policy on Navigation future configuration to be GNSS-based (Aircraft Roadmap - DP 53, FY 2010).
- New GNSS capabilities (Aircraft Roadmap - DP 156, FY 2018).
- Decision to proceed with research & development work for Category-II/III GBAS (Navigation Roa

Required Activities: - Policy on Navigation future configuration to be GNSS-based (Aircraft Roadmap -1. Develop a White Paper to identify PNT issues associated with NextGen ATM applications. Support Navigation Roadmap [FY10- AGT] 2. Evaluate PNT Loss Impact on Aircraft and Ground Systems [AGT FY 10-11] 3. Define Functional and Performance Requirements for.....

System Impacts: - Policy on Navigation future configuration to be GNSS-based (Aircraft Roadmap - DP 53, FY 2010).
- New GNSS capabilities (Aircraft Roadmap - DP 156, FY 2018).
- Decision to proceed with research & development work for Category-II/III GBAS (Navigation Roa

Approving Authority: Service Unit VP

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 16-Feb-2010 by Dalmacio La-O

ID / Revision: 465 / 13

Name: [485] ATIS Technical Refresh CRDR

State: Active

High Priority? No

Planning / Placeholder? No

Description: The Automated Terminal Information System requires a technical refresh for new installations, to meet the MTTR target, and to reduce maintenance costs.

Target CY Date: 2010 Q3

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: Lack of an ATIS Tech Refresh will make it difficult for ATCTs that need ATIS to provision it. Additionally, ATIS MTTR target will not be met and ATIS maintenance costs will continue to rise. The impact on NAS operations if ATIS Tech refresh is not implemented will be an increase in controller workload because controllers will need to provide individual ATIS briefings to pilots instead of one recorded briefing to which any pilot can listen.

Required Activities: N/A

System Impacts: Lack of an ATIS Tech Refresh will make it difficult for ATCTs that need ATIS to provision it. Additionally, ATIS MTTR target will not be met and ATIS maintenance costs will continue to rise. The impact on NAS operations if ATIS Tech refresh is not implemented will be an increase in controller workload because controllers will need to provide individual ATIS briefings to pilots instead of one recorded briefing to which any pilot can listen.

Approving Authority: Service Unit / EAB

Lead Organization: Voice Switching and Recording Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Communications

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Automated Terminal Information System

Update Date: 10-Dec-2009 by James Grant

ID / Revision: 485 / 7

Name: [486] ATIS Technical Refresh IARD

State: Active

High Priority? No

Planning / Placeholder? No

Description: The Automated Terminal Information System requires a technical refresh for new installations, to meet the MTTR target, and to reduce maintenance costs.

Target CY Date: 2010 Q4

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: Lack of an ATIS Tech Refresh will make it difficult for ATCTs that need ATIS to provision it. Additionally, ATIS MTTR target will not be met and ATIS maintenance costs will continue to rise. The impact on NAS operations if ATIS Tech refresh is not implemented will be an increase in controller workload because controllers will need to provide individual ATIS briefings to pilots instead of one recorded briefing to which any pilot can listen.

Required Activities: N/A

System Impacts: Lack of an ATIS Tech Refresh will make it difficult for ATCTs that need ATIS to provision it. Additionally, ATIS MTTR target will not be met and ATIS maintenance costs will continue to rise. The impact on NAS operations if ATIS Tech refresh is not implemented will be an increase in controller workload because controllers will need to provide individual ATIS briefings to pilots instead of one recorded briefing to which any pilot can listen.

Approving Authority: Joint Resource Council

Lead Organization: Voice Switching and Recording Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: Communications
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Automated Terminal Information System

Update Date: 23-Nov-2009 by James Grant

ID / Revision: 486 / 6

Name: [500] Understand Impact of Environmental Policy on PBN Implementation

State: Active

High Priority? No

Planning / Placeholder? No

Description: Current environmental policies make current PBN implementation schedules untenable. Policy, procedures, and tools need to be developed to address this concern.

Target CY Date: 2010 Q2

Decision Type: FAA Policy

Impacts: Severe delay in PBN implementation.
Inability to meet flight plan goals and congressional mandates.

Required Activities: none

System Impacts: Severe delay in PBN implementation.
Inability to meet flight plan goals and congressional mandates.

Approving Authority: Service Unit VP

Lead Organization: Airspace & AIM/DOD Liaison-US Navy

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 24-Feb-2010 by Ward Huston

ID / Revision: 500 / 6

Name: [501] Determine Implementation Plan and initial Demonstration Site(s) for IOP

State: Completed

High Priority? No

Planning / Placeholder? No

Description: Determine implementation plan and initial demonstration sites for Integration of Procdeures (IOP) - collaboration with industry.

Target CY Date: 2010 Q1

Decision Type: FAA Strategy

Impacts: Delay in achieving next level of RNAV procedures with higher benefits.

Required Activities: none

System Impacts: Delay in achieving next level of RNAV procedures with higher benefits.

Approving Authority: Service Unit VP

Lead Organization: Airspace & AIM/DOD Liaison-US Navy

Supporting Orgs: None

Primary Roadmap: Airspace and Procedures

Related Roadmaps: Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 24-Feb-2010 by Ward Huston

ID / Revision: 501 / 8

Name: [515] Concept and Requirements Definition Readiness Decision (CRDR) for a Mobile/Transportable Airport Surveillance Radar (MASR)

State: Completed

High Priority? No

Planning / Placeholder? No

Description: Concept Requirements Development (CRD) for a Mobile/Transportable Airport Surveillance Radar (MASR) for use in terminal areas. This system will provide primary and secondary aircraft surveillance. The system will also include a terminal weather detection capability.

Target CY Date: 2010 Q2

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: This decision allows development of a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for terminal areas, which includes primary, secondary, and weather surveillance and air traffic surveillance security requirements. This system will provide temporary surveillance service upon loss of terminal radar service or planned maintenance outages.

Required Activities: Develop requirements for a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for use in terminal areas, which includes primary, secondary, weather surveillance and air traffic surveillance security requirements.

System Impacts: This decision allows development of a Mobile/Transportable Airport Surveillance Radar (MASR) radar system for terminal areas, which includes primary, secondary, and weather surveillance and air traffic surveillance security requirements. This system will provide temporary surveillance service upon loss of terminal radar service or planned maintenance outages.

Approving Authority: Service Unit / EAB

Lead Organization: Terminal Surveillance Group

Supporting Orgs: None

Primary Roadmap: Surveillance

Related Roadmaps: Surveillance

Related Decision Points: [516] Investment Analysis Readiness Decision (IARD) for a Mobile/Transportable Airport Surveillance Radar (MASR) (2011)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Mobile/Transportable Airport Surveillance Radar

Update Date: 16-Nov-2009 by Don Embt

ID / Revision: 515 / 5

Name: [537] Order 8400.12A (50/50 and expanded 30/30 in the Pacific)

State: Completed

High Priority? No

Planning / Placeholder? No

Description: 50/50 and expanded 30/30 in the Pacific

Target CY Date: 2010 Q4

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Director

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 02-Feb-2010 by James Grant

ID / Revision: 537 / 7

Name: [538] Order 8400.33 (60 Lat in WATRS)

State: Completed

High Priority? No

Planning / Placeholder? No

Description: 60 Lat in WATRS

Target CY Date: 2010 Q4

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Director

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Airspace and Procedures

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2010 by James Grant

ID / Revision: 538 / 7

Name: [552] AC 90-101 RNP AR (RNP as a key enabler for Environment)

State: Completed

High Priority? No

Planning / Placeholder? No

Description: RNP as a key enabler for Environment

Target CY Date: 2010 Q4

Decision Type: FAA Strategy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Director

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 03-Feb-2010 by James Grant

ID / Revision: 552 / 6

Name: [559] AC20-VS for Advanced Vision Systems

State: Active

High Priority? No

Planning / Placeholder? No

Description: AC 20-Vision System incorporates what is in DO-315. I hope to have this out for public comment before 11/26/09. ETA for completion is March 2010

Target CY Date: 2010 Q3

Decision Type: FAA Policy

Impacts: None

Required Activities: None

System Impacts: None

Approving Authority: Service Director

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Synthetic Vision System

Update Date: 03-Mar-2010 by David Bartlett

ID / Revision: 559 / 8

Name: [577] Prototype application of internationally harmonized human reliability assessment tool requirements

State: Active

High Priority?	No
Planning / Placeholder?	No
Description:	<p>There are many proposed changes in the roles, responsibilities, and job tasks of air traffic controllers over the next ten years, with each change potentially affecting the overall safety of the NAS. There is a critical need for a tool to effectively and efficiently analyze the probability of human errors resulting from these changes. Such a tool could be used for both high-level safety analyses as well as for detailed analyses of specific operational changes during the Safety Risk Management process of the FAA's Safety Management System.</p> <p>With origins in the nuclear industry, Human Reliability Assessment (HRA) has been used effectively to understand human error potential for many years. At its core, HRA calculates quasi-quantitative estimates of human error probabilities for given systems or tasks. Over the years, a variety of HRA tools have been developed to meet the needs of specific industries including, nuclear, rail, and more recently, air traffic control. Eurocontrol has begun development of the Controller Action Reliability Assessment (CARA) tool, which it is hoped will provide insights into human performance and safety.</p> <p>The goal of this project is support Eurocontrol's development effort and in turn to create a tool the FAA can use to analyze human reliability. This will be accomplished through a series of focused tasks. The first task involved searching for operational and research data which could be used to improve the nominal human error probability dataset which underlies the tool's generic task types. The second task was similar to the first, with the focus shifted towards finding research data to support the Error Producing Conditions dataset. With the tool development effort complete, the tool will be tested and applied to a variety of NextGen midterm operations.</p> <p>Summary: With the many proposed changes to the roles and responsibilities of controllers under NextGen operations, a tool is needed to assess the effects of these changes on human performance.</p>
Target CY Date:	2010 Q4
Decision Type:	FAA Policy
Impacts:	ATC Operations
Required Activities:	<p>Researcher's at TASC, Inc. have collaborated with researchers at Eurocontrol under the Action Plan 15 joint safety working group in an effort to develop a human reliability assessment tool for air traffic control. The current effort builds on the Eurocontrol effort, utilizing scientific literature and operational data to create a prototype tool. The tool is called the Controller Action Reliability Assessment tool, or CARA, and is currently in the testing and validation stages.</p> <p>Tasks and/or measures:</p> <ul style="list-style-type: none"> - TASC to develop database capturing Human errors and the Probability of Human errors. - Safety, Design and Engineering assessment.
System Impacts:	ATC Operations
Approving Authority:	Service Unit VP
Lead Organization:	Human Factors Research & Engineering Group
Supporting Orgs:	Human Factors Research & Engineering Group
Primary Roadmap:	Human Systems Integration
Related Roadmaps:	None
Related Decision Points:	[575] Provide HSI Requirements to Support ATC Efficiency and Effectiveness Objectives (2015)

Replaced By Decision Points: None

Related Assumptions: HSI-01
HSI-04
HSI-06

Related Systems: Advanced Technologies and Oceanic Procedures
Advanced Technologies and Oceanic Procedures : NextGen ATOP/Offshore Automation
Aeronautical Information Management Modernization
Collaborative Air Traffic Management Technologies
Collaborative Decision Making Network
Departure Spacing Program
Dynamic Ocean Tracking System Plus
En Route Automation Modernization
Global Positioning System
Ground Based Augmentation System
Hazard Tracking System
Host ATM Data Distribution System
Host Computer System
Host Computer System/Oceanic Computer System Replacement
Oceanic Display and Planning System
Oceanic Flight Data Processing System
Operational and Supportability Implementation System (Alaska)

Update Date: 05-Mar-2010 by Terry Barcus

ID / Revision: 577 / 21

Name: [593] Investment Analysis Readiness Decision (IARD) for Technology Refresh of ATCBI-5 beacon system

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision (IARD) for Technology Refresh of ATCBI-5 beacon system will evaluate what is required to sustain the ATCBI-5 and support Surveillance Interface Modernization (SIM) requirements for ASTERIX formatted data and Internet Protocol addressing for data distribution.

Target CY Date: 2010 Q2

Decision Type: Investment Analysis Readiness Decision (IARD)

Impacts: The DP provides a comprehensive approach to address ATCBI-5 maintenance issues sustain the ATCBI-5 surveillance service through a technology Refresh activity. The ATCBI-5 may be needed to support the ADS-B Backup Strategy.

Required Activities: Approve ATCBI-5 SLEP and decision on Surveillance Interface Modernization (SIM) at DP # 102, implement for ASTERIX and IP Addressing.
Assess new requirements to ATCBI secondary/beacon surveillance data.

System Impacts: The DP provides a comprehensive approach to address ATCBI-5 maintenance issues sustain the ATCBI-5 surveillance service through a technology Refresh activity. The ATCBI-5 may be needed to support the ADS-B Backup Strategy.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Surveillance

Related Decision Points: [393] Initial Investment Decision for Technology Refresh of ATCBI-5 beacon system (2010 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: Air Traffic Control Beacon Interrogator : Model 5

Update Date: 30-Dec-2009 by James Grant

ID / Revision: 593 / 4

Name: [596] Traffic Flow Management Sustainment Final Investment Decision

State: Active

High Priority? No

Planning / Placeholder? No

Description: The Traffic Flow Management (TFM) Sustain decision requests funding for two years for hardware technology refresh, revalidation of operations, and TFM program maintenance including the TFM System Processing Center which was established in 2005.

Target CY Date: 2010 Q1

Decision Type: Final Investment Decision (FID)

Impacts: TFM

Required Activities: none

System Impacts: TFM

Approving Authority: Executive Council

Lead Organization: Traffic Flow Management Programs Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-05
AUTO-06
AUTO-09
AUTO-10
AUTO-11

Related Systems: Traffic Flow Management System

Update Date: 08-Mar-2010 by Keith Talbert

ID / Revision: 596 / 8

Name: [601] Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Mid Term Work Package

State: Active

High Priority? No

Planning / Placeholder? No

Description: Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Mid Term Work Package

Target CY Date: 2010 Q2

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Impacts: defines the Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Mid Term Work Package.

Required Activities: Approve Concept and Requirements Definition Readiness (CRDR) phase for Information Systems Security Mid Term Work Package.

System Impacts: defines the Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Mid Term Work Package.

Approving Authority: Service Unit / EAB

Lead Organization: Information Security Team

Supporting Orgs: None

Primary Roadmap: Information System Security

Related Roadmaps: Information System Security

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: ISS-01
ISS-02
ISS-03
ISS-04
ISS-05
ISS-06
ISS-07
ISS-08
ISS-09
ISS-10
ISS-11
ISS-12
ISS-13
ISS-14
ISS-15
ISS-16

Related Systems: Mid Term Information Systems Security Work Package

Update Date: 16-Nov-2009 by Don Embt

ID / Revision: 601 / 4